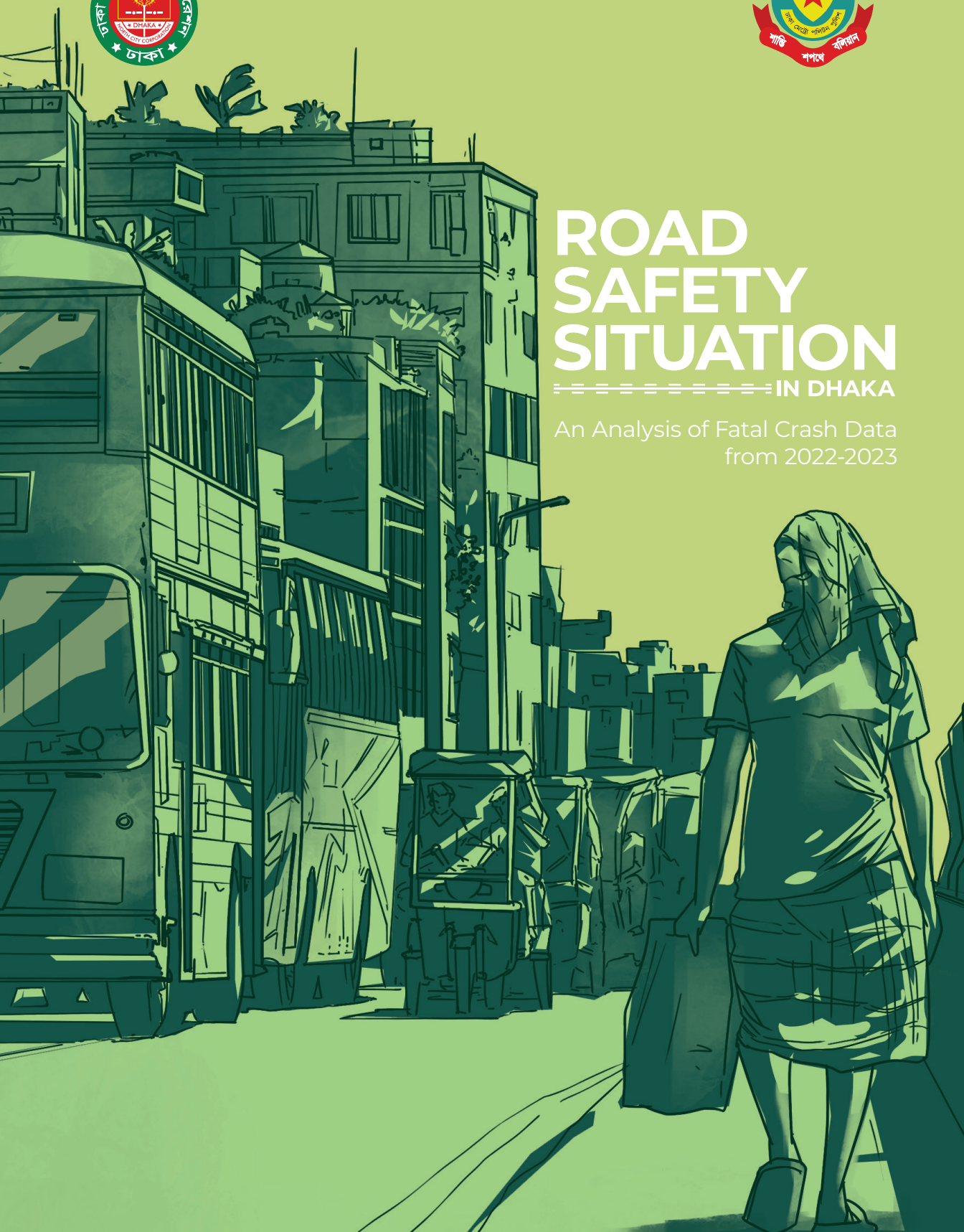
ROAD SAFETY SITUATION IN DHAKA

An Analysis of Fatal Crash Data from 2022-2023



ROAD SAFETY SITUATION IN DHAKA

APRIL 2026

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MESSAGE

ADMINISTRATOR

Dhaka North City Corporation

Dhaka's rapid urban growth has transformed its mobility landscape. Expanding road networks, increasing vehicle ownership, and rising travel demand have created both opportunities and significant safety challenges. Addressing road traffic injuries and fatalities is essential to ensuring that the city's development remains sustainable and people-centered.

DNCC has prioritized road safety through strategic collaboration with the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS), focusing on strengthening the use of data and evidence in decision-making.

The Dhaka Road Safety Situation Report released in April 2025 established a strong analytical foundation by systematically examining fatal crash data within DNCC jurisdictions. Building on that foundation, the 2022–2023 report updates the surveillance findings and reinforces the importance of sustained, coordinated road safety efforts across agencies.

DNCC is committed to institutionalizing evidence-based approaches to road safety through continued collaboration with BIGRS, DMP, and Vital Strategies. These partnerships are vital for improving data systems, enhancing coordination, and supporting long-term improvements in road safety governance.

I extend my sincere appreciation to all partners involved in this initiative and restate DNCC's commitment to making Dhaka's roads safer for everyone.

Md. Safiqul Islam Khan

MESSAGE

POLICE COMMISSIONER

Dhaka Metropolitan Police

Road traffic crashes remain a major public safety concern, with serious social and economic consequences for individuals, families, and the city as a whole. In this context, evidence-based understanding of crash patterns and risk factors is essential for effective action.

The publication of the Dhaka Road Safety Situation Report 2022–2023 represents an important milestone in strengthening road safety governance in the city. This report consolidates police crash data to provide a clear picture of road safety issues in Dhaka. For Dhaka Metropolitan Police, data is critical to inform policy decisions, guide enforcement priorities, and support a more systematic approach to road safety.

Enforcement plays a central role in improving road safety. Consistent and targeted enforcement against high-risk behaviors particularly speeding, dangerous driving, and non-compliance with traffic laws remains a priority for the DMP. The findings of this report will support more focused enforcement operations at high-risk locations and corridors, enabling better use of police resources and stronger accountability.

The Dhaka Metropolitan Police remains committed to working closely with the Dhaka North City Corporation, the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS), and other road safety partners to translate data into action. I extend my sincere appreciation to all the stakeholders involved in the preparation of this report and reaffirm DMP's commitment to safer roads and improved quality of life for the people of Dhaka.

Md. Sarwar BPM-Sheba

MESSAGE

CHIEF EXECUTIVE OFFICER

Dhaka North City Corporation

Ensuring road safety in a densely populated city like Dhaka requires institutional commitment, strong partnerships and informed policy direction. As the city continues to grow, the safety of all road users particularly pedestrians, motorcyclists and children must remain a central priority in our urban development agenda.

The Dhaka Road Safety Situation Report 2022–2023 represents an important step toward strengthening evidence-based planning and implementation within Dhaka North City Corporation.

By systematically analyzing crash data and identifying patterns of risk, this report provides valuable insights that can guide strategic investments, support coordinated interventions and inform long-term urban mobility policies. Reliable data, improved road infrastructure and appropriate enforcement practice are essential for building safer streets.

Road safety is not solely an infrastructure or enforcement issue; it is a shared responsibility that involves city authorities, law enforcement agencies, development partners and the wider community. DNCC remains committed to fostering stronger coordination with Dhaka Metropolitan Police, national agencies and international partners to integrate safety considerations into transport planning, road design and public awareness initiatives.

The findings presented in this report will help guide future policy priorities and strengthen institutional capacity to address road safety challenges more effectively.

I extend my sincere appreciation to all partners and stakeholders who contributed to this important work and reiterate DNCC's commitment to building a safer and more livable Dhaka for all.

Mohamad Ashaduz Zaman

MESSAGE

CHIEF ENGINEER

Dhaka North City Corporations

As Dhaka continues to expand and densify, engineering-led solutions are central to improving road safety outcomes. Increasing motor vehicle volumes, mixed road use, and limited road space demand designs that effectively manage speed, organize movement, and protect vulnerable road users.

DNCC's engagement with the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS) has supported multiple streams of work, including road safety data analysis, capacity building, and the adoption of global best practices in street design. Additionally, drawing on international experience and technical guidance, DNCC has implemented several infrastructure improvement projects, such as the Safer Neighborhood in Banani, intersection at Mohammadpur Bus Stand and Safe School Zones in Banani, Mirpur, and Mohammadpur. Additionally, another intersection improvement project at Khilkhet is on-going and a safe school zone project at Malibagh is under design phase. These initiatives, undertaken as part of a broader collaboration reflect DNCC's commitment to testing context-appropriate solutions for safer streets.

The Dhaka Road Safety Situation Reports, including the current 2022–2023 edition, provide an essential base of evidence to better understand crash patterns, identify high-risk locations, and inform future engineering priorities. Moving forward, DNCC seeks continued technical support from BIGRS and close coordination with Dhaka Metropolitan Police to strengthen alignment between engineering and enforcement. I sincerely thank DMP for their sustained technical assistance and partnership as DNCC continues to advance road safety for the people of Dhaka.

Brig Gen Syed Raquibul Hasan, PSC

MESSAGE

ADDITIONAL POLICE COMMISSIONER (TRAFFIC)

Dhaka Metropolitan Police

Effective road safety enforcement in a megacity like Dhaka requires strong institutional capacity, reliable data, and coordinated action across agencies. The publication of the Dhaka Road Safety Situation Report 2022–2023 marks a significant milestone in strengthening Dhaka Metropolitan Police's ability to plan and deliver evidence-based traffic enforcement.

Through sustained collaboration with the Dhaka North City Corporation (DNCC) and the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS), the DMP traffic officials have enhanced their capacity in global best practices for road safety enforcement. This includes focused training on speeding as a critical risk factor and the application of intelligence-led policing, enabling traffic police to conduct more targeted, effective, and preventive enforcement operations across Dhaka.

This partnership has also supported coordinated road safety interventions, including the Safe School Zones in Mirpur and Khilgaon (under construction) and the Banani Safer Neighbourhood, demonstrating how enforcement, engineering, and planning can work together to improve safety outcomes.

The 2022–2023 Road Safety Situation Report further strengthens DMP's ability to translate data into action by identifying high-risk locations, prioritizing enforcement needs, and guiding coordinated interventions. I acknowledge the strong partnership with DNCC and BIGRS, which has been instrumental in producing this report and advancing road safety efforts.

The Dhaka Metropolitan Police remains firmly committed to improving road safety through continued collaboration, data-driven enforcement, and sustained leadership for safer streets in Dhaka.

Md. Anisur Rahman

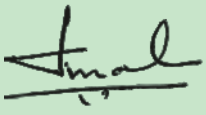
PREFACE

Securing safer roads in a rapidly growing megacity like Dhaka requires a coordinated approach that includes reliable crash data, sound infrastructure planning, and adequate enforcement, and effective communications. The Dhaka Road Safety Situation Report 2022-2023 provides a critical evidence base to better understand crash patterns, vulnerable road users, identify high-risk corridors and intersections, and guide strategic interventions. The preparation of this report was made possible through crash data provided by the Dhaka Metropolitan Police (DMP) and technical support from the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS).

DNCC acknowledges the importance of high-quality data in enabling the identification of high-risk locations and appropriate intervention, and optimal utilization of resources. Within this broader effort, Dhaka North City Corporation (DNCC) plays a critical role in translating road safety evidence into practical road infrastructure improvements. Over the past several years, DNCC through its collaboration with BIGRS has advanced a number of engineering-led interventions aimed at improving safety for vulnerable groups such as pedestrians and school children.

This report provides valuable insights that will help DNCC further prioritize infrastructure improvements and guide future engineering interventions across the road network. The findings will support DNCC in refining street design strategies, and integrating safety considerations into future urban transport planning.

Equally important, I believe the analysis presented in this report will support the Dhaka Metropolitan Police (DMP) in conducting more focused and data-driven enforcement at the high-risk locations. By aligning engineering interventions with enforcement priorities, both agencies can work more effectively to reduce road crashes and injuries. I would like to express my sincere appreciation to all partners and stakeholders involved in the preparation of this report and look forward to continued collaboration to advance safer roads and a better Dhaka for all.



Khondoker Mahbub Alam
Superintending Engineer (Civil)
Traffic Engineering Circle
Dhaka North City Corporation

LIST OF ACRONYMS

ARF	Accident Report Form
BIGRS	Bloomberg Philanthropies Initiative for Global Road Safety
BRTA	Bangladesh Road Transport Authority
CDMS	Crime Data Management System
DARC	Database and Analysis for Road Crash
DMP	Dhaka Metropolitan Police
DNCC	Dhaka North City Corporation
DSCC	Dhaka South City Corporation
FIR	First Information Report
HQ	Headquarters
HRL	High Risk Location
HRC	High Risk Corridor
IO	Investigating Officer
JICA	Japan International Cooperation Agency
MAAP5	Microcomputer Accident Analysis Package (Version 5)
SDG	Sustainable Development Goal
TEC	Traffic Engineering Circle
WHO	World Health Organization

EXECUTIVE SUMMARY

There were a total of 540 deaths from 521 fatal road crashes in Dhaka in 2022 and 2023. Fatalities remained high across both years, indicating a persistent and critical road injury burden in the city.

More than half of all recorded deaths (54%) were concentrated in just 13 of the 50 police stations' jurisdiction areas. The highest numbers were reported along the Dhaka–Chattogram and Dhaka–Mymensingh highways, highlighting the elevated risks on major arterial corridors.

Pedestrians accounted for 56% of all deaths, making them the most vulnerable road users, followed by motorcyclists, who represented nearly one-quarter of fatalities. Fatalities primarily involved pedestrian-hit, rear-end, and head-on collisions, which comprised 94% of all fatal crashes. Trucks and buses were identified as the deadliest impacting vehicles, particularly for pedestrians and motorcyclists.

A critical finding was the extremely high prevalence of hit-and-run crashes, accounting for 82% of fatal crashes. In four out of five fatal crashes, the impacting driver fled the scene. Pedestrians were the most common hit-and-run victims.

Fatal crashes disproportionately affected men, who accounted for four out of every five deaths. The highest mortality was observed among men aged 20–49 years; among women, fatalities were more common in the 30–69 age group. Pedestrians over 40 years old faced notably higher death rates than other age groups.

GeoSpatial analysis identified 22 high-risk locations (with at least five fatalities) and five high-risk corridors in Dhaka city. These represent priority spots and routes for coordinated enforcement, engineering, and speed management interventions.

Temporal analysis showed that most fatal crashes occurred at night (6 p.m. to 6 a.m.), with a pronounced peak between 10 p.m. and 2 a.m., suggesting elevated risks linked to speeding and limited enforcement during low-traffic hours.

Overall, the findings reveal clear patterns of vulnerability by road user type, location, time of day, and corridor, emphasizing the urgent need for enforcement, and safer street design, throughout Dhaka.

1

INTRODUCTION

INTRODUCTION

In addition to being a public health and development concern, road crash fatalities are also a direct measure of a city's quality of life. Road safety sits at the intersection of Sustainable Development Goal (SDG) 3.6 (halving global road deaths and injuries) and Sustainable Development Goal (SDG) 11.2 (providing safe, affordable, accessible, and sustainable transport systems for all). In Bangladesh, and particularly in Dhaka, this means that improving the lives of everyone will also require providing more accessible, inclusive, and safer mobility for all.

This report presents an analysis of fatal road crashes occurring in Dhaka from 2022 to 2023. By systematically documenting fatal crashes and their characteristics, this report seeks to support data-driven decision-making and coordinated action to protect vulnerable road users, who continue to bear a disproportionate burden of risk on Dhaka's streets. Sustained commitment to evidence, interagency collaboration, and timely response can ensure that Dhaka's journey toward becoming a safer, more sustainable city remains both measurable and achievable.

2

METHODOLOGY

METHODOLOGY

Data Source

The report findings and analyses were based on the fatal crash records that were collected by the Dhaka Metropolitan Police (DMP) for the whole of Dhaka from 2022 to 2023. Several datasets from the DMP were compiled, integrated, and used in this report.

Most of the data was collected from digitizing hardcopies of First Information Reports (FIR) and ejahars obtained from the DMP Headquarters (HQ) and Divisional offices. Visits were also made to individual police stations to obtain missing FIRs and ejahars.

Moreover, additional records with scanned copies of FIRs and ejahars were downloaded from the Crime Data Management System (CDMS) of the Crime Division of the DMP. Finally, exported records from the Microcomputer Accident Analysis Package 5 (MAAP5) were also included to complete the dataset for this report.

DMP's Crash Data Collection Process

When a crash happens, the investigating officer (IO) from the relevant police station records the basic details in an FIR. The FIR is often based on inputs from the complainant or the witness.

More details about the case are documented in a form called ejahar. Both the FIR and ejahar form the case file. Scanned copies will be uploaded in the CDMS while the hard copies are kept in the police stations and at the DMP HQ. The IO or a constable will also complete an Accident Report Form (ARF) which will also be submitted to the DMP HQ.

At the DMP HQ, the hard copy ARFs are digitized and stored in MAAP5. In addition, the DMP with the support of the Japan International Cooperation Agency (JICA) is maintaining the Database and Analysis for Road Crash (DARC). Exports from the MAAP5 along with georeferencing from JICA are uploaded into DARC. On top of all of these, the Bangladesh Police is also currently scaling-up an online version of MAAP5 called the Accident Info.

Data Encoding and Cleaning

A data encoder completed the digitization and entry of all the datasets using the Epi Info (version 7.2.6.0). The input form was based on select variables from the ARF and was designed to reflect data that can be extracted from FIRs and ejahars. Upon the receipt of the data the team assigned geo-referencing to the individual crash records, corrected errors, and prepared the dataset for analysis.

The merging of datasets was completed by first listing down all indicators and their definitions and then standardizing the coding of the indicators. To link and integrate the datasets, select indicators (Year, Police Station, Date of Crash, Time of Crash, FIR No. and, Location Description) were inspected in each of the datasets. Records which had the same values for these indicators were considered potential matches and were merged. This process allowed the team to identify unique records from each of the datasets, fill in missing details, and combine all datasets that will be used for analysis.

Data Analysis

Microsoft Excel (MS Office Suite 2016) was used to produce the descriptive statistics of this report. Spatial analysis (of high risk locations, high risk corridors, heat map, cluster maps) was performed using the QGIS 3.18.3 software.

Limitations

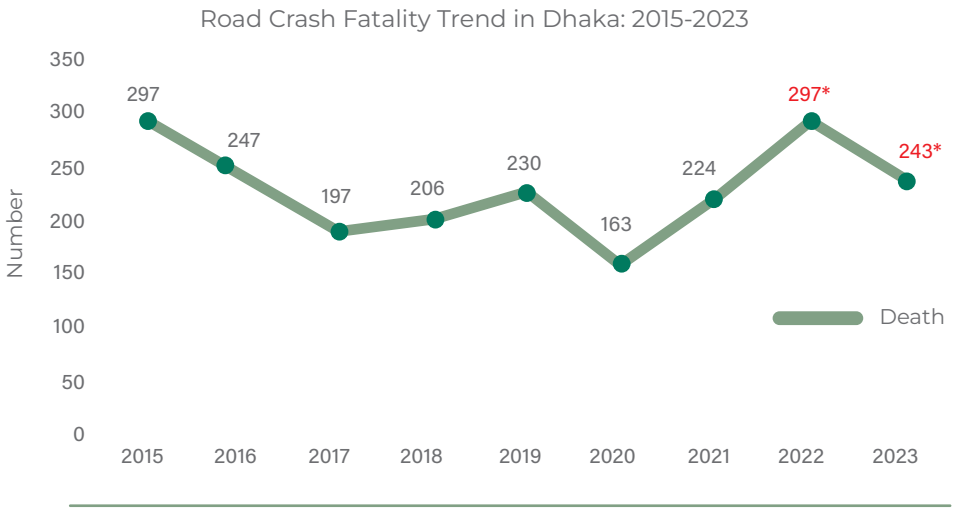
A key limitation of this report is the likely underestimation of crash statistics due to underreporting.

While underreporting is less pronounced for fatal crashes than for injury or property-damage crashes, it remains a concern. For this reason, the analysis is limited to recorded fatal crashes only. A complete-case analysis was conducted, which may introduce additional bias or underestimation. Moreover, missing information on road users and vehicles particularly in hit and run incidents, further affects the accuracy of the statistics. Despite these limitations, the findings are sufficiently robust to inform intervention planning and implementation by DNCC and DMP as well as policy decisions by the national stakeholders.

3

RESULTS

Road Crash Fatality Trend In Dhaka: 2015-2023

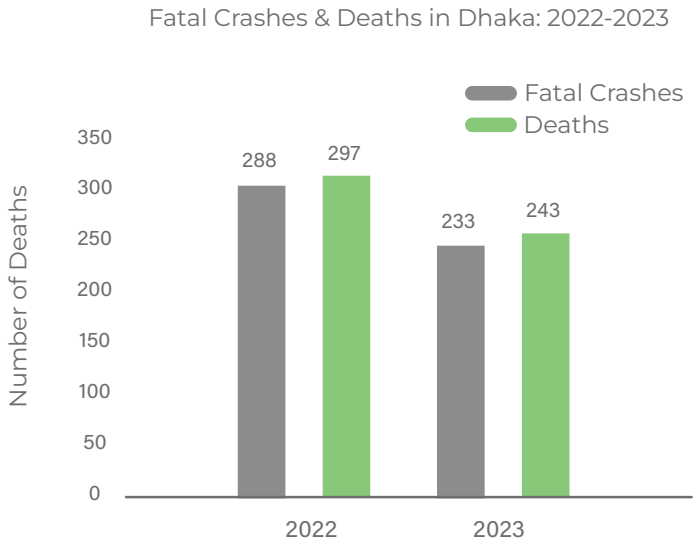


Source: DMP MAAP5

**based on merged datasets*

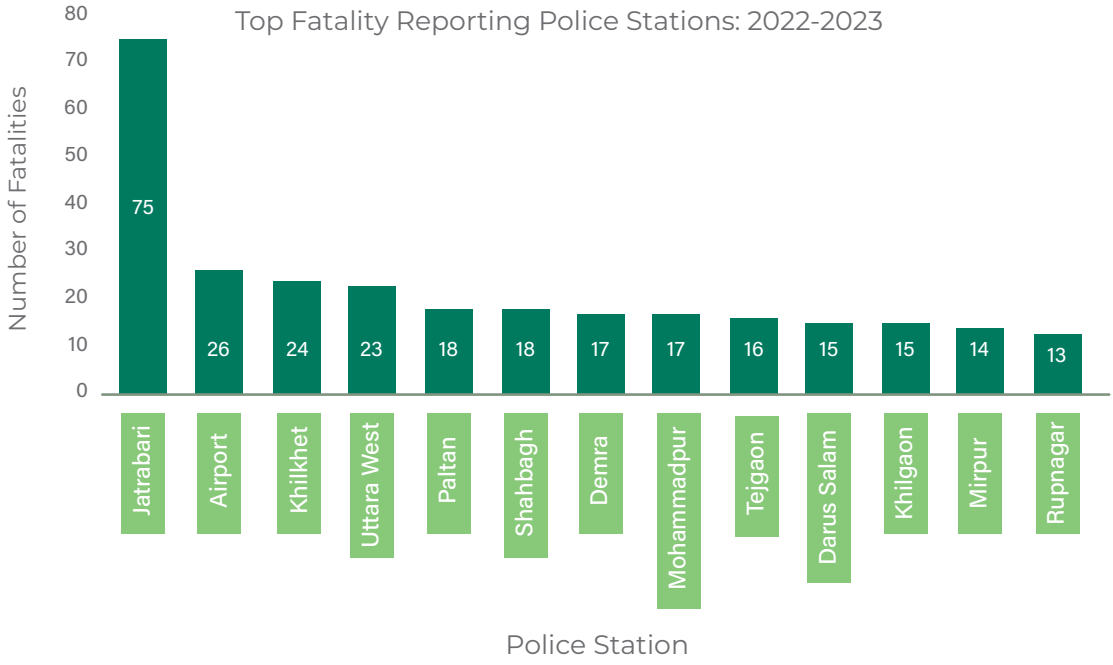
Fatal Crashes & Deaths in Dhaka: 2022-2023

A total of 521 fatal crashes were recorded across the 50 police stations under the Dhaka Metropolitan Police (DMP) from 2022 to 2023. For the same years, fatalities decreased by 18%.



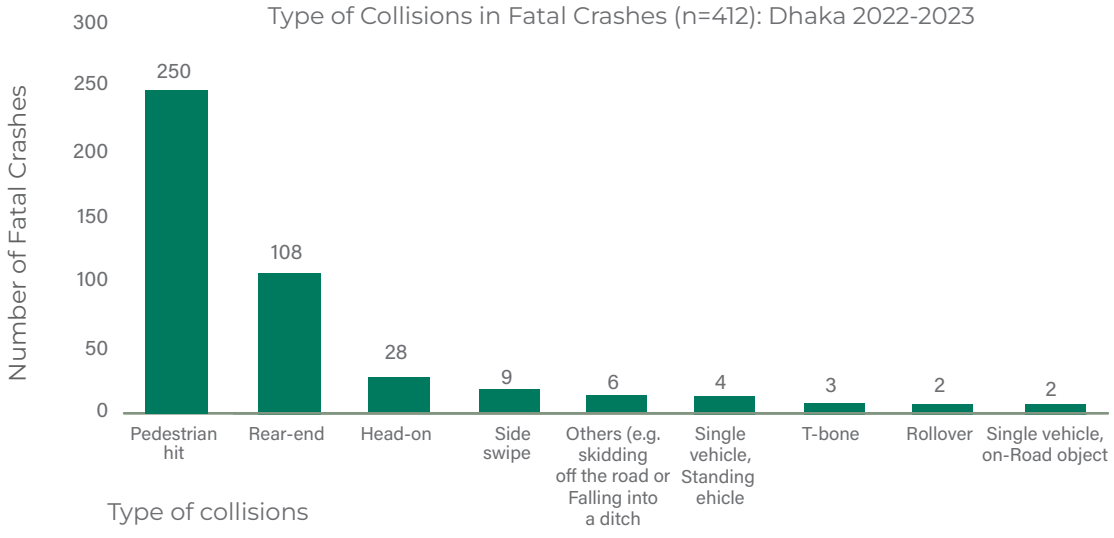
Top Fatal Crash Reporting Police Stations

A total of 521 fatal crashes were recorded across the 50 police stations under the Dhaka Metropolitan Police (DMP) from 2022 to 2023. For the same years, fatalities decreased by 18%. The top 4 of these police stations are located along 2 national highways (Dhaka – Chattogram (N1) and Dhaka – Mymensing Highway (N3)).



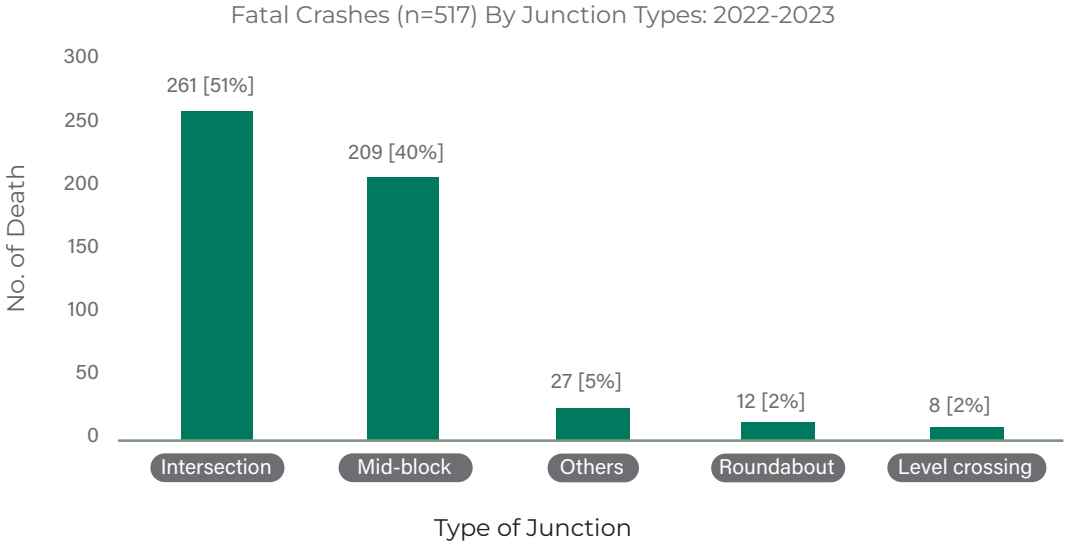
Prevalent Collision Types Leading to Fatal Crashes

Overall, most fatal crashes (94%) from 2022 to 2023 involved pedestrian, rear-end, and head-on collisions. Every three out of five of these fatal collisions (60.7%) involved a pedestrian getting hit.[1] More than half of motorcyclist fatalities (55%) involved rear-end collisions.



Fatal Crashes by Junction Types

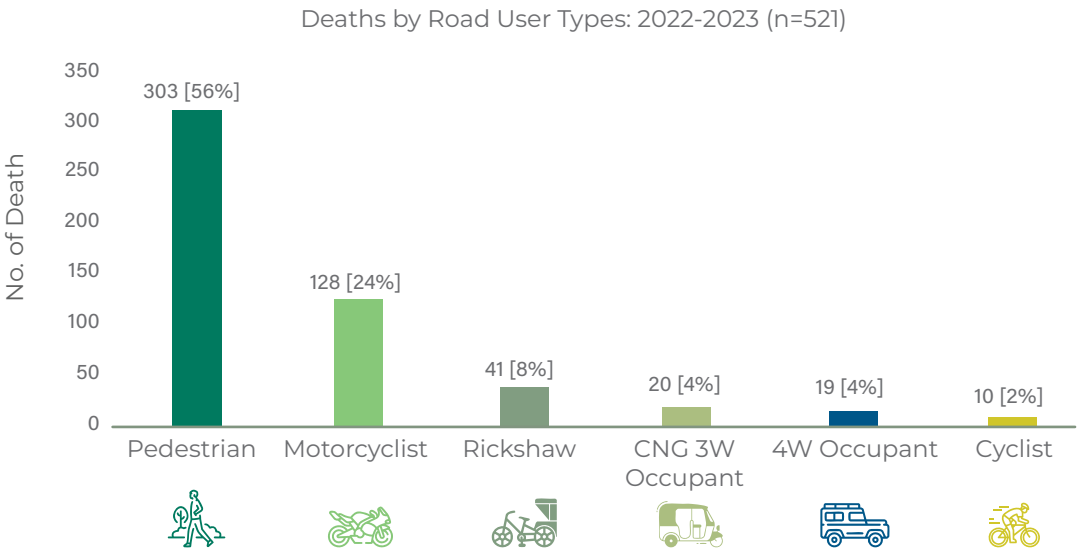
More than half (51%) of fatal crashes occurred at intersections. Mid-block sections of Dhaka roads were also deadly, accounting for 40% of fatal crashes.[2]



[1] Of the 521 fatal crashes in 2022–2023, collision-type data were missing for 109 cases. The percentages in this figure are based on available data only.
[2] Junction information was missing for four fatal crashes.

Deaths by Road User Types

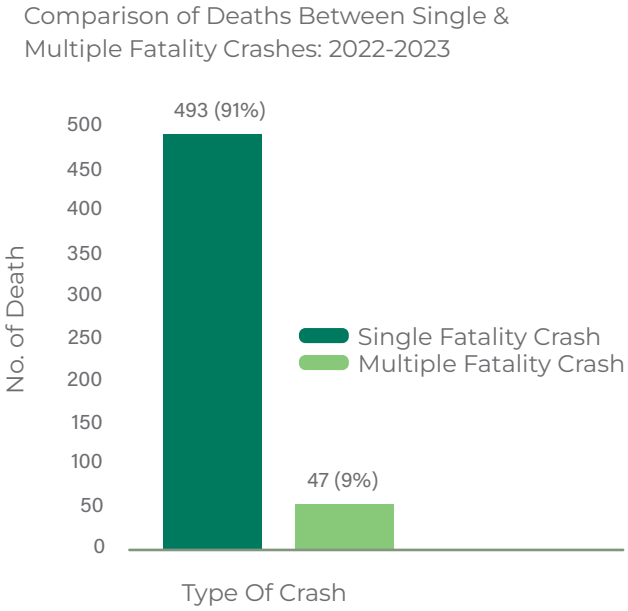
In 2022 and 2023, 56% of all road traffic fatalities in Dhaka were pedestrians, establishing them as the city's most vulnerable road users.



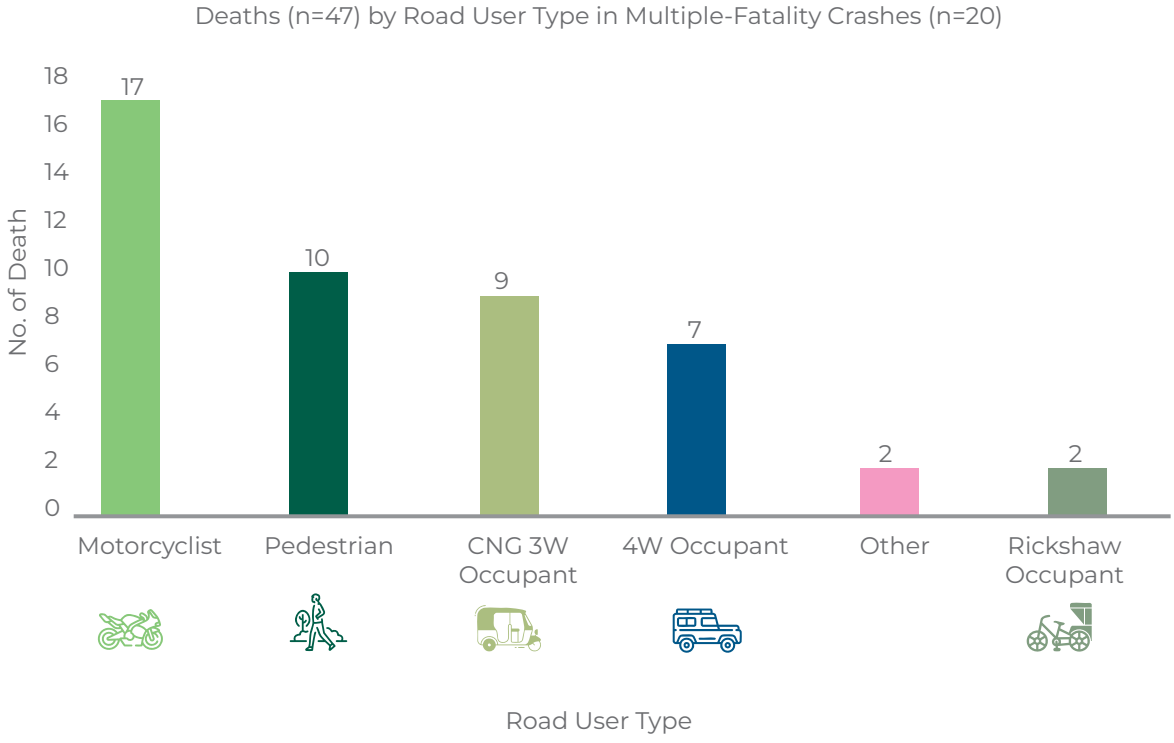
One in four crash deaths was a motorcyclist (driver or pillion rider), making motorcyclists the second most vulnerable road users on Dhaka roads.

Multiple-Fatality Crashes

Nine percent of fatal crashes involved multiple fatalities.



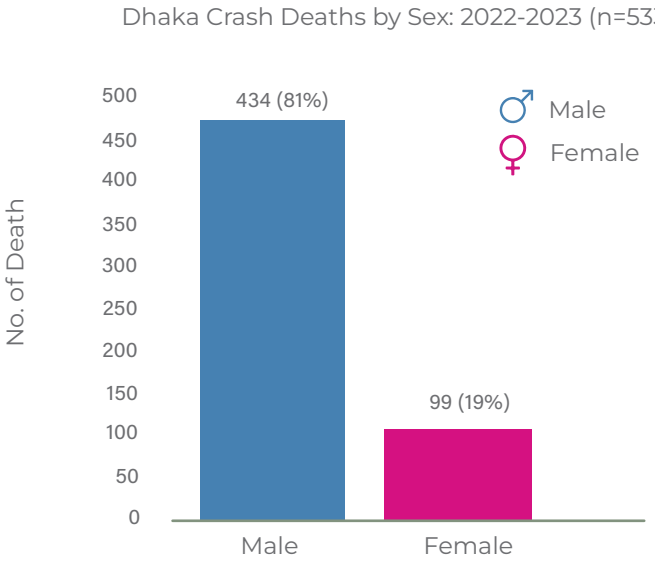
Most multiple-fatality crashes involved motorcyclists and pedestrians. Buses and trucks caused 51% and 38% of these deaths, respectively.


Deaths (n=47) by Road User Type in Multiple-Fatality Crashes (n=20)
No. of Death
18
16
14
12
10
8
6
4
2
0
17
10
9
7
2
2
Motorcyclist
Pedestrian
CNG 3W Occupant
4W Occupant
Other
Rickshaw Occupant
Road User Type

Sarbico
GOLDEN LINE
CNG

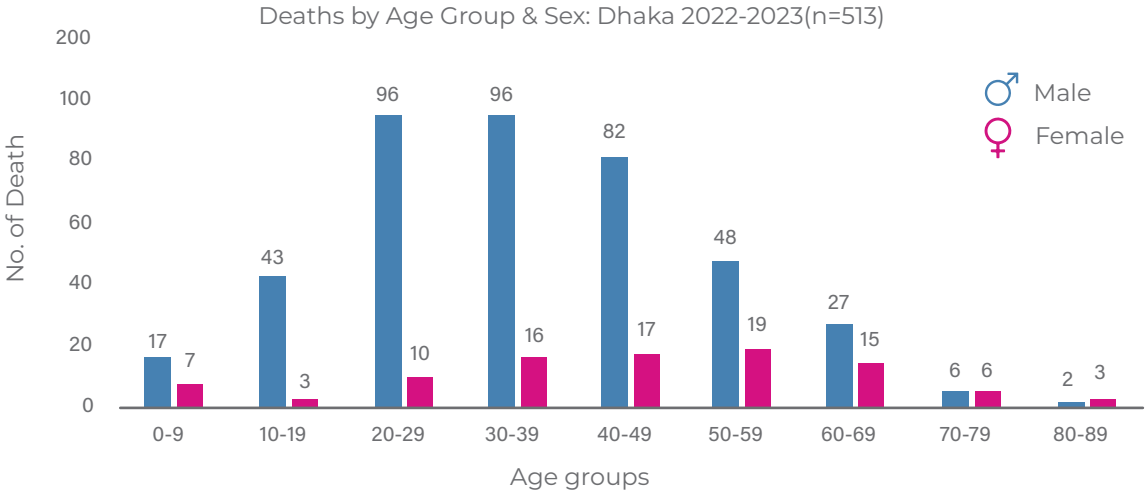
DEATHS BY SEX & AGE-GROUPS

Crash Deaths by Sex



From 2022 to 2023, 4 out of 5 road crash victims who died were men.

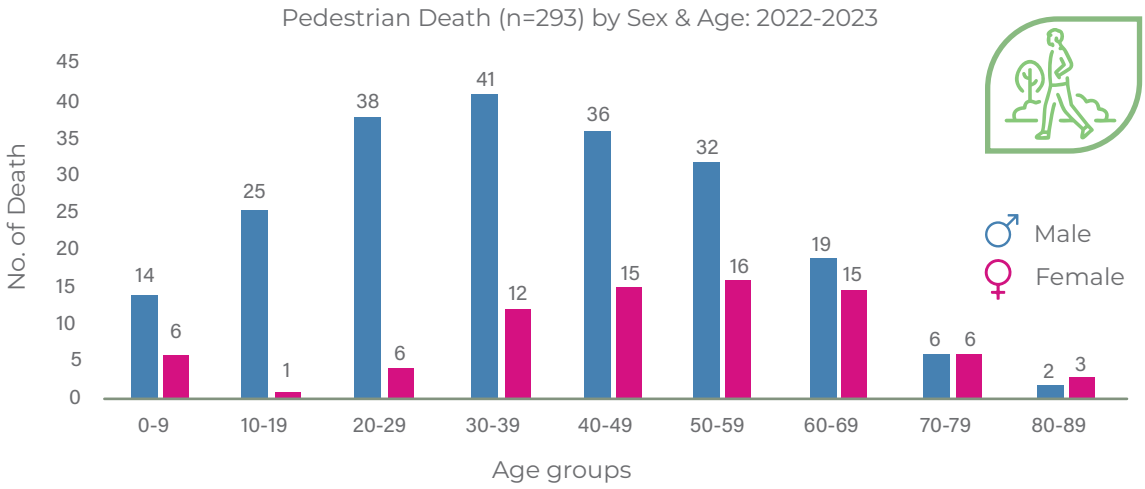
All Crash Deaths by Sex & Age-groups



Men aged 20 to 49 years shared the highest death tolls (53%). On the other hand, women aged 30 to 69 died more from road crashes than other women age-groups.[3]

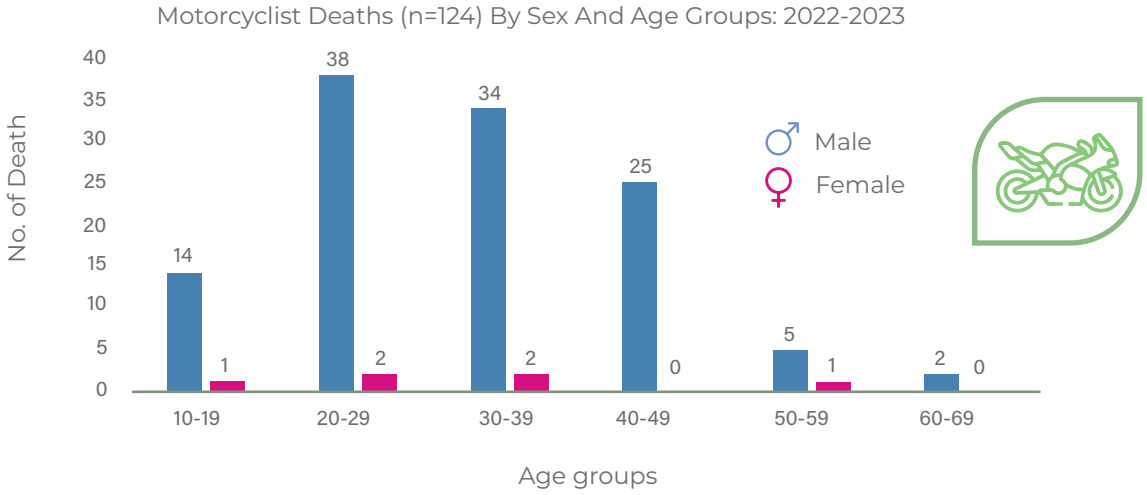
[3] In 27 crash deaths, either the age or the sex information of the road users was missing.

Pedestrian Deaths by Sex & Age-groups



Similarly, among pedestrians, males aged 20 to 59 years (70%) and females aged 30 to 69 years (73%) had the highest number of deaths from 2022 to 2023.

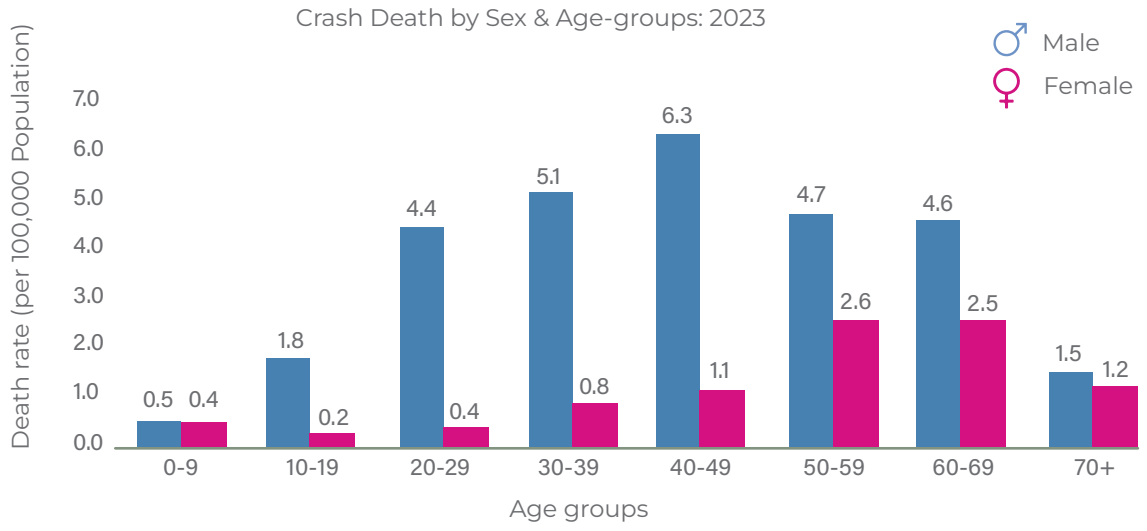
Motorcyclist Deaths by Sex & Age-groups



More than three-quarters (78%) of victims among motorcyclists were men aged 20 to 49 years.

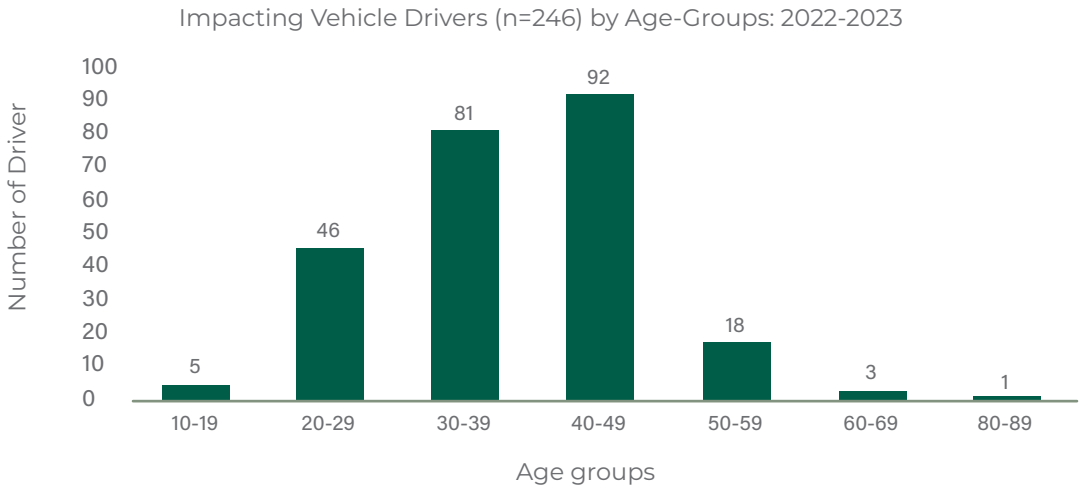
DEATHS RATES BY SEX & AGE GROUPS

Men aged 40 to 49 years had the highest death rate in both 2022 and 2023. Women aged 50 years or more had higher death rates compared to females from other age groups.



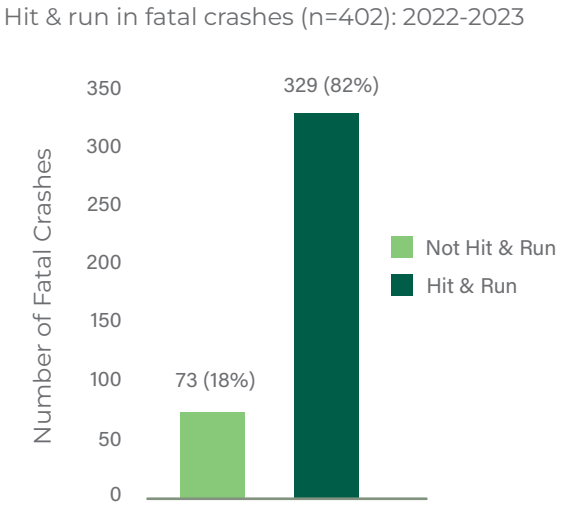
IMPACTING VEHICLE & DRIVERS

Impacting Vehicle Drivers by Age Groups



All impacting vehicle drivers are male. There were five minors involved in fatal crashes. About 46% of impacting vehicles' driver ages were not known as they were involved in hit and run cases.

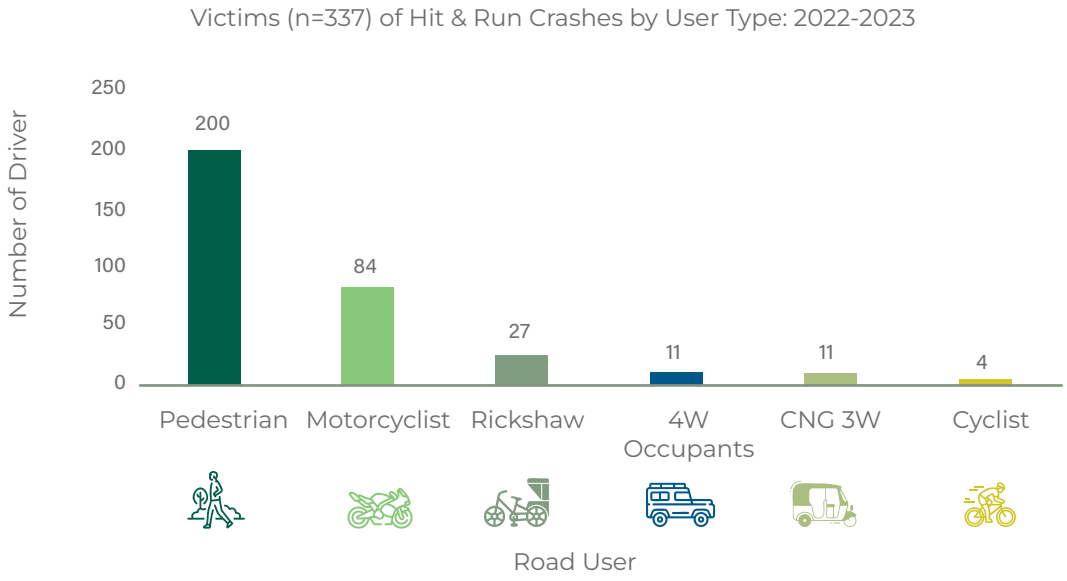
Hit & Run Incidents



Four out of five fatal crashes were hit-and-runs and involved impacting vehicle drivers fleeing from the crash scene.

82% **fatal crashes involved hit and run incidents**

Victims of Hit & Run Crashes by Road User Type



Road User Interaction Matrix*

Road User	Bus	Truck	4 Wheeler	Motorcycle	CNG 3W	Rickshaw/Van
Pedestrian	85	53	24	23	11	8
Bicyclist	4	3			3	1
Bus	6	6				
4 Wheeler Occupant	6	3				
CNG 3w Occupant	8	8			1	
Truck		3				
Motorcyclist	21	74	9	2		
Rickshaw Occupant	7	15	3	2	4	
Self Crash	1	0	0	4		4

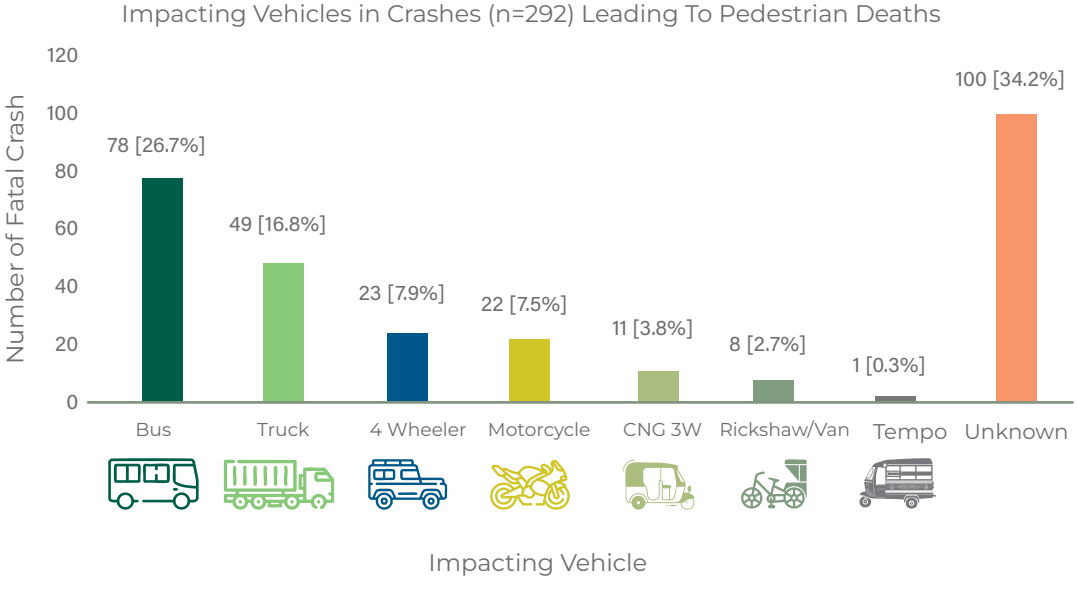
Trucks and buses were the deadliest vehicle types on Dhaka roads from 2022 to 2023. However, further data on impacting vehicles, such as vehicle type and driver details, were frequently unavailable, as many of the fatal crashes were hit-and-run incidents.[4,5]

*Columns indicate impacting vehicles & rows indicate road users.

[4] In addition, a substantial number of vehicles were classified as "other," indicating gaps in crash data collection and recording practices. This issue is further compounded by the absence of certain informal vehicle types—such as human haulers (light four-wheelers used for short-distance passenger transport) and battery-powered rickshaws—from the categories listed in the accident report form. For this analysis, vehicles labeled as "other" have therefore been treated as "Unknown." Interaction involving these vehicles resulted in 104 pedestrian and 14 motorcyclist deaths.

[5] The interaction matrix reflects the primary impacting vehicle and affected road user. In 10 cases, a third vehicle was involved; these were not double-counted in the matrix. The causal contribution of these secondary vehicles could not be clearly established from the available data.

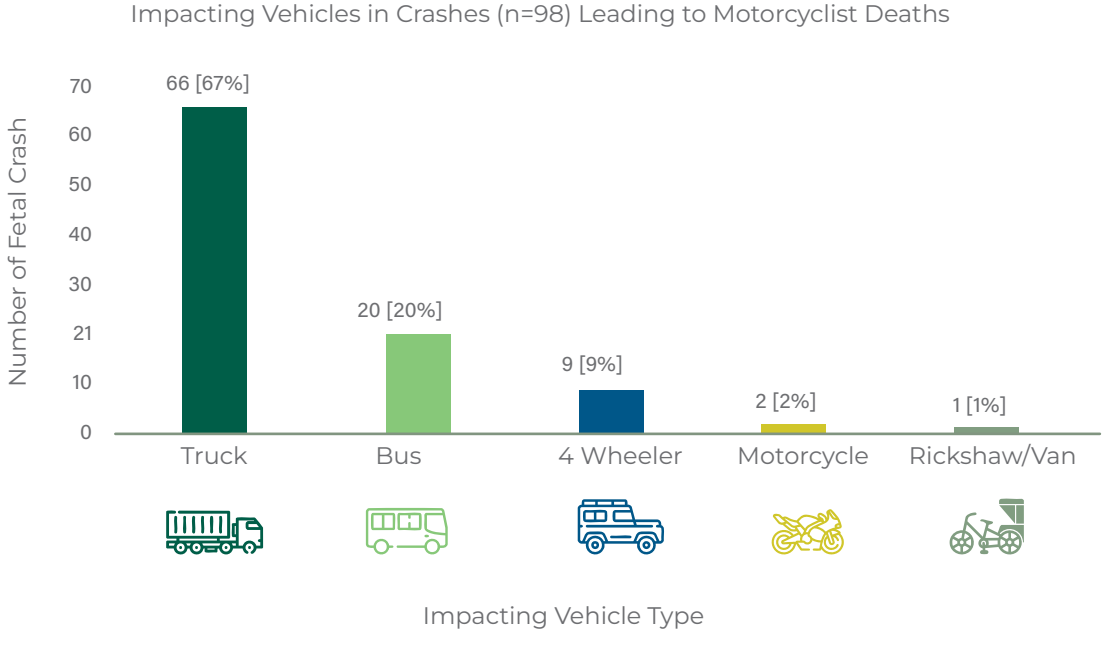
Pedestrian Death by Vehicle Interaction



Most pedestrian fatalities occurred in crashes involving buses and trucks[6] in Dhaka from 2022 to 2023.Motorcycles and four-wheelers (sedans, SUVs, and microbuses), on the other hand, posed a similar level of risk.

[6] There were six fatal two-vehicle crashes in which pedestrians were killed, including three bus–bus crashes, one truck–bus crash, one truck–truck crash, and one motorcycle–bus crash.

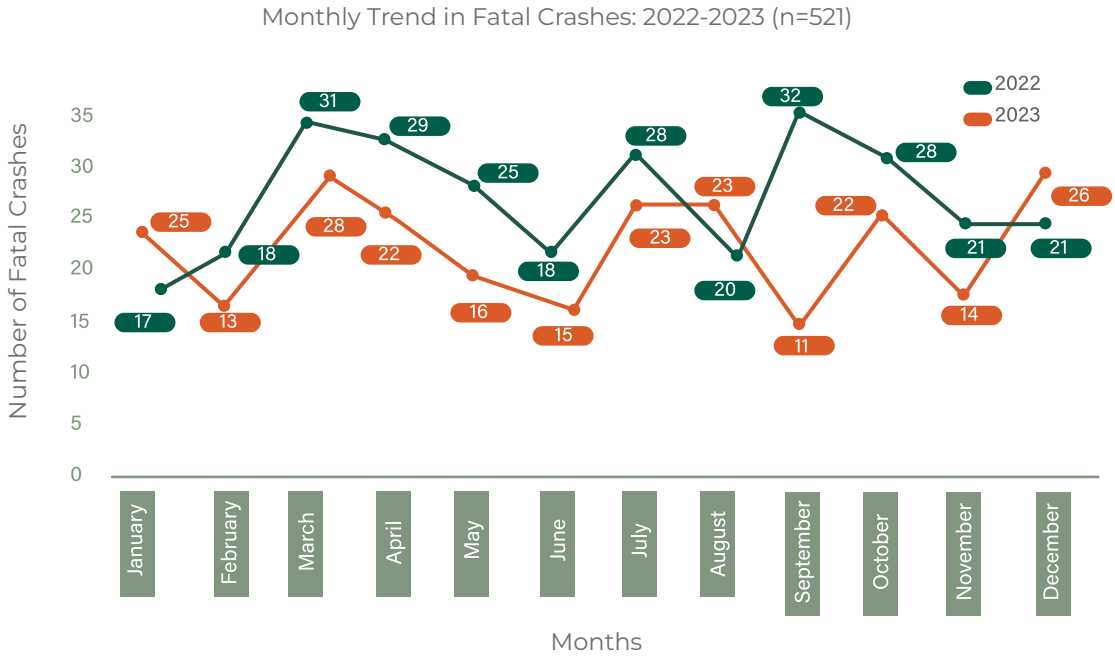
Motorcyclist Deaths by Vehicle Interaction



Trucks were the deadliest vehicles for motorcyclists in Dhaka. Three of every five motorcyclists in fatal crashes on Dhaka streets during 2022–2023 were killed by trucks.

TIME ANALYSIS OF CRASHES & DEATHS IN 2022–2023

Seasonal Trend in Fatal Crashes



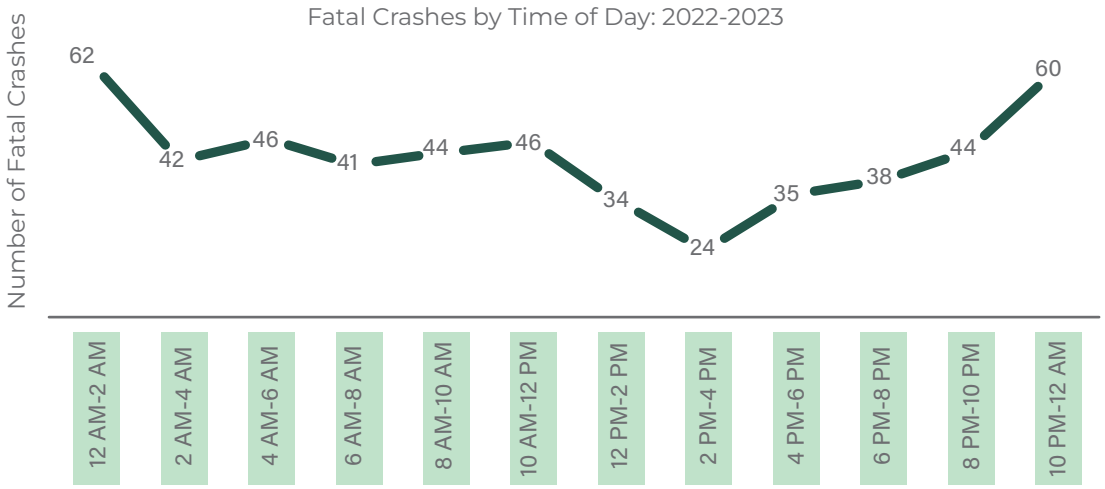
No seasonal trend in fatal crashes was detected in the analysis. Monthly fatal crash levels in 2022–2023 follow broadly similar patterns.

Time of Day, Day of Week Chart

Time	Sunday	Monday	Tuseday	Wednesday	Thursday	Friday	Saturday	Total
00:00-00:59	9	3	3	4	7	5	7	38
01:00-01:59	3	1	4	3	2	8	3	24
02:00-02:59	6	1	1	2	3	5	1	19
03:00-03:59	2	5	3	4	3	3	3	23
04:00-04:59	9	5	2	3	3	4		19
05:00-05:59		6	4	3	2	6	6	27
06:00-06:59	4	1	3	3	3	5	1	20
07:00-07:59	3	1		2	5	6	4	21
08:00-08:59	1	3	3	1	6	2	4	20
09:00-09:59	4	3	4	4	3	2	4	24
10:00-10:59	5	3	4	2	3	3	2	22
11:00-11:59	8	6	2	3	1	1	3	24
12:00-12:59	6	3	2		4	4	3	22
13:00-13:59		1	2		3	2	4	12
14:00-14:59	1	2	2		1	2	3	11
15:00-15:59		1	2	2	2	4	2	13
16:00-16:59	3	2		7	3	4	2	21
17:00-17:59	1	2	2	3	3	2	1	14
18:00-18:59	5	1	3	4	4	2	1	20
19:00-19:59		3	4	6	1	2	2	18
20:00-20:59	2	3	7	5	5	2	1	25
21:00-21:59	2	1	4	3	2	4	3	19
22:00-22:59	2	5	1	10	6	3	8	35
23:00-23:59	4	4	3	3	7	2	2	25
Total	73	66	65	77	82	83	70	516

The number of fatal crashes was slightly higher on Thursdays and Fridays.

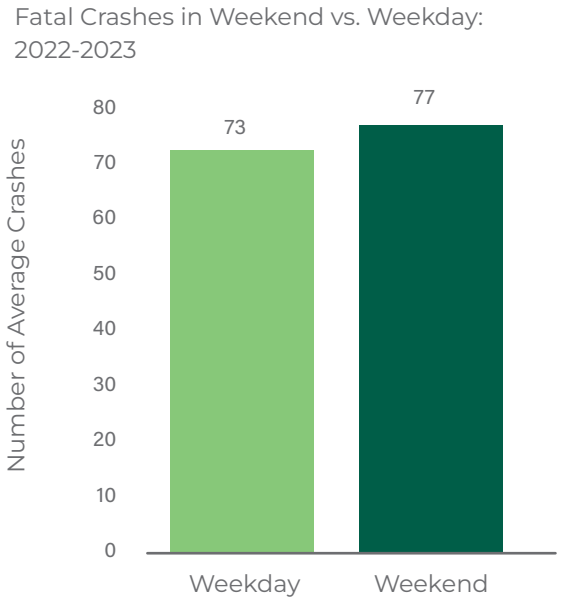
Deaths by Time of Day



Fatal crashes were most frequent during late night and early morning hours, peaking between 10 p.m. and 2 a.m. Almost a quarter (24%) of the fatal crashes occurred during this timeframe.

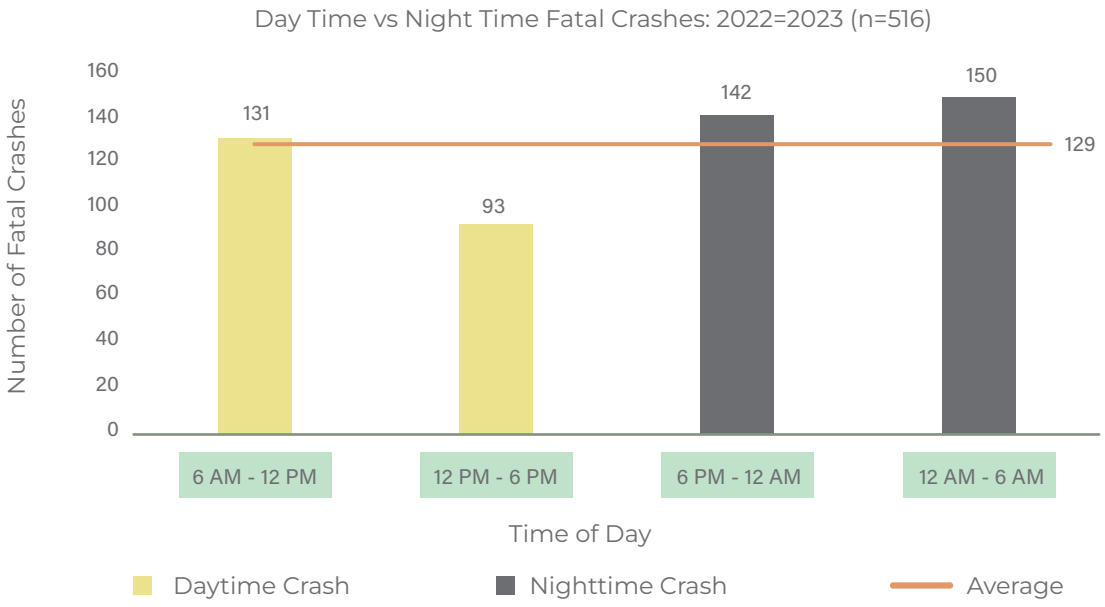
Fatal crashes declined during the afternoon hours, reaching their lowest point between 2 and 4 p.m. before rising steadily into evening hours.

Weekend vs. Weekday Fatal Crashes



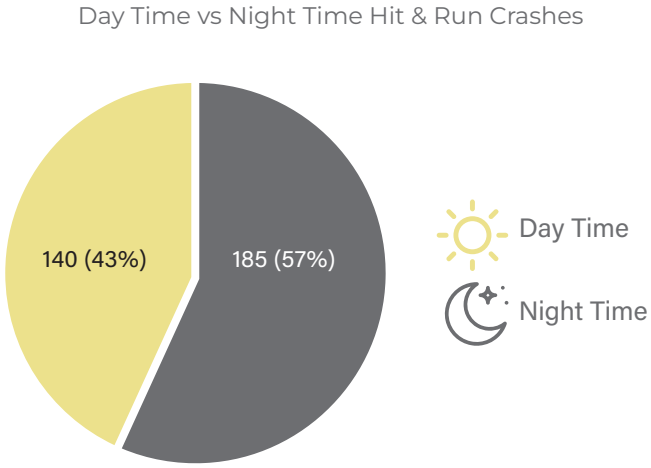
During 2022–2023, the average number of fatal crashes was higher on weekends than on weekdays. Although the difference is small, it suggests that weekends pose a slightly increased risk of fatal road crashes

Daytime Vs Nighttime Fatal Crashes



Fatal crashes were higher at night (6 p.m. to 6 a.m.), peaking from midnight to 6 a.m. Nighttime crashes consistently exceeded the average number of fatal crashes, indicating greater risk during night hours.

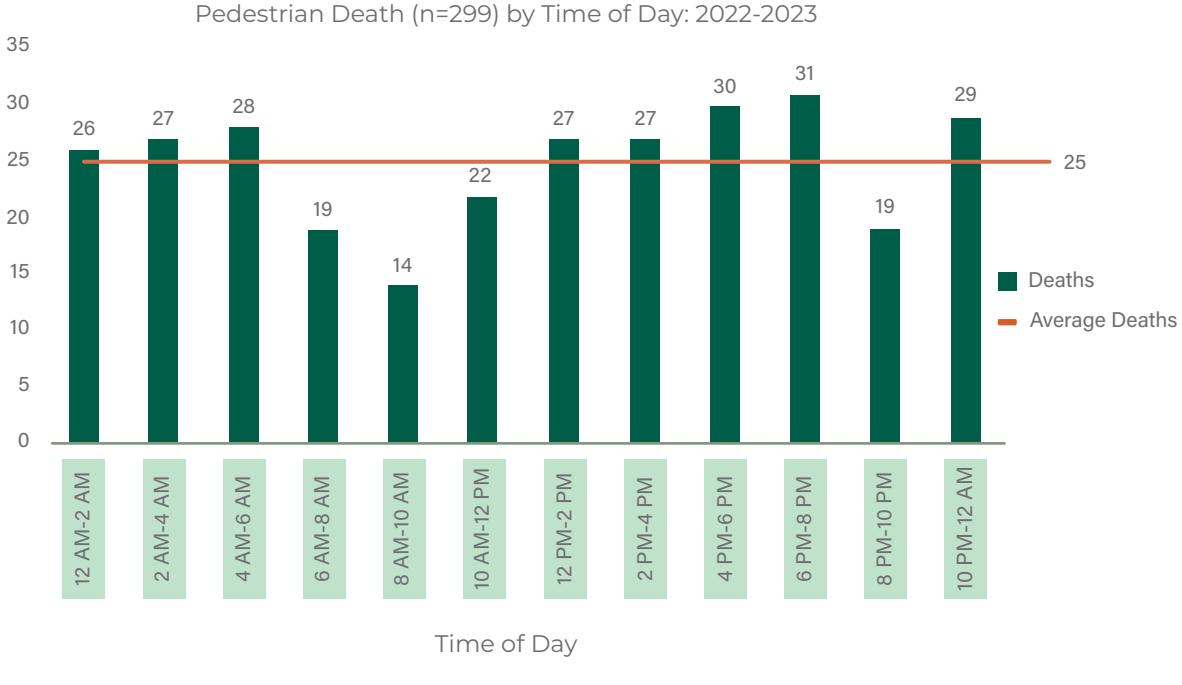
Time of Day of Hit & Run Incidents



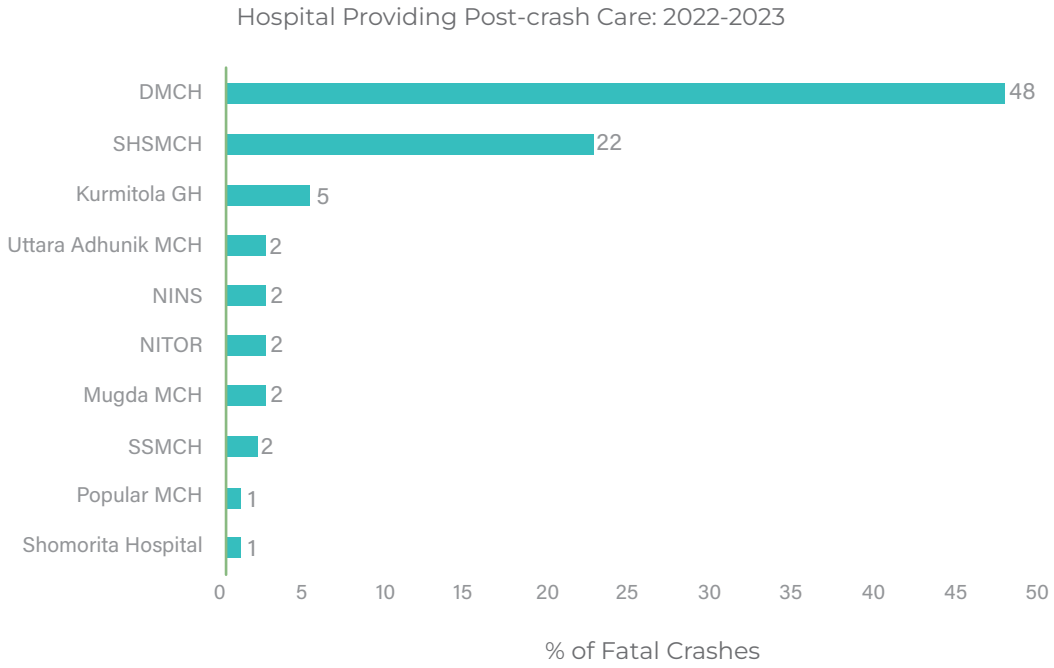
Notably, 57% of hit and run crashes occurred during nighttime hours, from 6 p.m. to 6 a.m.

Pedestrian Deaths by Time of Day

4 pm to 8pm had the highest number of pedestrian fatalities.



EMERGENCY HOSPITAL ADMISSION



In 335 of the 521 fatal crashes, reports recorded the names of the hospital to which the victims were taken. About 88% of the fatal crash victims were taken to 10 hospitals (out of the 39 in Dhaka) for post-crash care.

DHAKA HIGH-RISK LOCATIONS 2022–2023

Geocoded crash location data were imported into the QGIS for mapping and visualization. High-risk locations[7] were identified by clustering the fatal crashes within a 250-meter radius and counting the fatalities within each cluster. The clusters with the highest number of fatalities were identified and ranked.

High-Risk Locations

Rank	Location description	No. of Fatality	Latitude	Longitude	Jurisdiction
1	Intersection of Dhaka - Mymensinghh Highway and Airport - Dakhshinkhan Road, Airport	12	23.850508	90.408166	DNCC
	Jatrabari Chourasta Intersection, Jatrabari	12	23.709949	90.434506	DSCC
2	Abdullahpur Bus Stand, Dhaka Gazipur Hwy	10	23.880181	90.400834	DNCC
3	Nikuja Bus Stop, Next to Bazar Road Level Crossing, Dhaka-Mymensingh Hwy	7	23.828738	90.419992	DNCC
	SAARC Fountain Intersection, Karwanbazar	7	23.749863	90.392917	DNCC
	Mayor Hanif Flyover & Service Road (Fazle Rabbi Rd-Bangabhaban Intersection; South of Bangabhaban),	7	23.722664	90.414378	DSCC
	In front of Dania College, Dania, Dhaka - Chattogram Highway	7	23.703835	90.447855	DSCC
4	Mirpur 1 Intersection, Mirpur 1	6	23.798399	90.353277	DNCC
	Mohakhali Intersection & Level Crossing	6	23.778118	90.398128	DNCC
	GPO, Zero Point, Gulistan	6	23.727606	90.410576	DSCC
	Shanir Akhra Bus Stop, Shanir Akhra, Jatrabari	6	23.702125	90.41343	DSCC
	Matuail Bus Stop (Foot overbridge), Matuail	6	23.694092	90.468245	DSCC
5	Jasimuddin Square, Dhaka - Mymensingh Highway, Uttara Sector 4	5	23.860564	90.400255	DNCC
	Next to Kawla Footover Bridge, Dhaka-Mymensingh Highway, Airport	5	23.847366	90.411066	DNCC
	Coca Cola Intersection, Pragati Sarani, Baridhara	5	23.804814	90.422059	DNCC
	Opposite of Shaleemar Restaurant and Bar, Next to Tejgaon Police Station, Kazi Nazrul Islam Avenue	5	23.761872	90.389249	DNCC
	Basabo Mohashorok Jame Masjid, Atish Deepankar Road, Basabo	5	23.739644	90.427549	DSCC
	Kakrail Circle Intersection (Next to the Residence of Chief Justice, Hare Road), Kakrail	5	23.737243	90.405127	DSCC
	High Court - Shiksha Bhaban Intersetion	5	23.728057	90.404025	DSCC
	Taati Bazar Intersection, English Road	5	23.714323	90.408543	DSCC
	Next to Berger Paints BD Limited, Paiti, Dhaka-Demra Rd	5	23.7178115	90.478183	DSCC
	Rayerbagh Bus Stop	5	23.699358	90.457193	DSCC

[7] Several of these high-risk locations underwent infrastructural changes in the years following the 2022–2023 period.

High-Risk Corridors

Rank	Corridor Description	Starting Point	End Point	Length (KM)	No. of Fatality	Fatality/ KM
1	Dhaka–Chattogram Highway (Jatrabari Intersection to Matuail Bus Stop)	23.710420 90.433407	23.693287 90.470244	4.2	50	11.9
2	Dhaka–Mymensingh Highway (Abdullahpur Bus Stop to Army Golf Club)	23.881240 90.400883	23.818108 90.413728	8	67	8.4
3	Mirpur 10 Rd–Darus Salam Rd (Fire Service Mosque–Ansar Camp Bus Stop)	23.791317 90.353718	23.806571 90.366841	2.4	15	6.3
4	Old Airport Road–New Airport Road (Jahangir Gate to Banani Rail Station)	23.775247 90.391074	23.796214 90.401212	2.8	15	5.4
5	Atish Dipankar Road (Khilgaon Colony Bus Stop to Al Falah Hospital, Maniknagar)	23.748861 90.418957	23.721114 90.428851	3.6	19	5.3
6	Old Airport Road–Kazi Nazrul Islam Avenue (BRTA, Ellen Bari Mausoleum of Kazi Nazrul Islam)	23.766644 90.389020	23.7348929 90.3955144	3.6	16	4.4
7	Dhaka–Demra Highway (Kazla Bus Stop–Staff Quarter Bus Stop)	23.710337 90.441365	23.719461 90.490489	5.3	21	4.0
8	Mirpur Road (Aminbazar Bridge to Sangsad Bhaban Bus Stop)	23.784059 90.335228	23.758160 90.374277	5.1	20	3.9
9	Pragati Sarani–DIT Road (Pinnacle Power Ltd.–Hazipara)	23.817829 90.421087	23.759183 90.418189	6.7	21	3.1
10	Sadarghat–Gabtali Road (Dhaka Uddyan to Babubazar)	23.772202 90.344652	23.709902 90.401546	10.2	18	1.8

High-Risk Locations for Pedestrians

Rank	Location description	No. of Fatality	Latitude	Longitude	Jurisdiction
1	Jatrabari Chourasta Intersection,	10	23.709949	90.434506	DSCC
2	Intersection of Dhaka - Mymensingh Highway and Airport - Dakhshinkhan Road, Airport	7	23.850508	90.408166	DNCC
	Mayor Hanif Flyover & Service Road (Fazle Rabbi Rd-Bangabhaban Intersection; South of Bangabhaban), Gulistan	7	23.722664	90.414378	DSCC
3	Shanir Akhra Bus Stop, Shanir Akhra, Jatrabari	6	23.702125	90.41343	DSCC
4	Zero Point, General Post Office, Gulistan	5	23.727606	90.410576	DSCC
	Opposite of Shaleemar Restaurant and Bar, Next to Tejgaon Police Station, Kazi Nazrul Islam Avenue	5	23.761872	90.389249	DNCC
	Nikuja Bus Stop, Next to Bazar Road Level Crossing, Dhaka-Mymensingh Hwy	5	23.828738	90.419992	DNCC

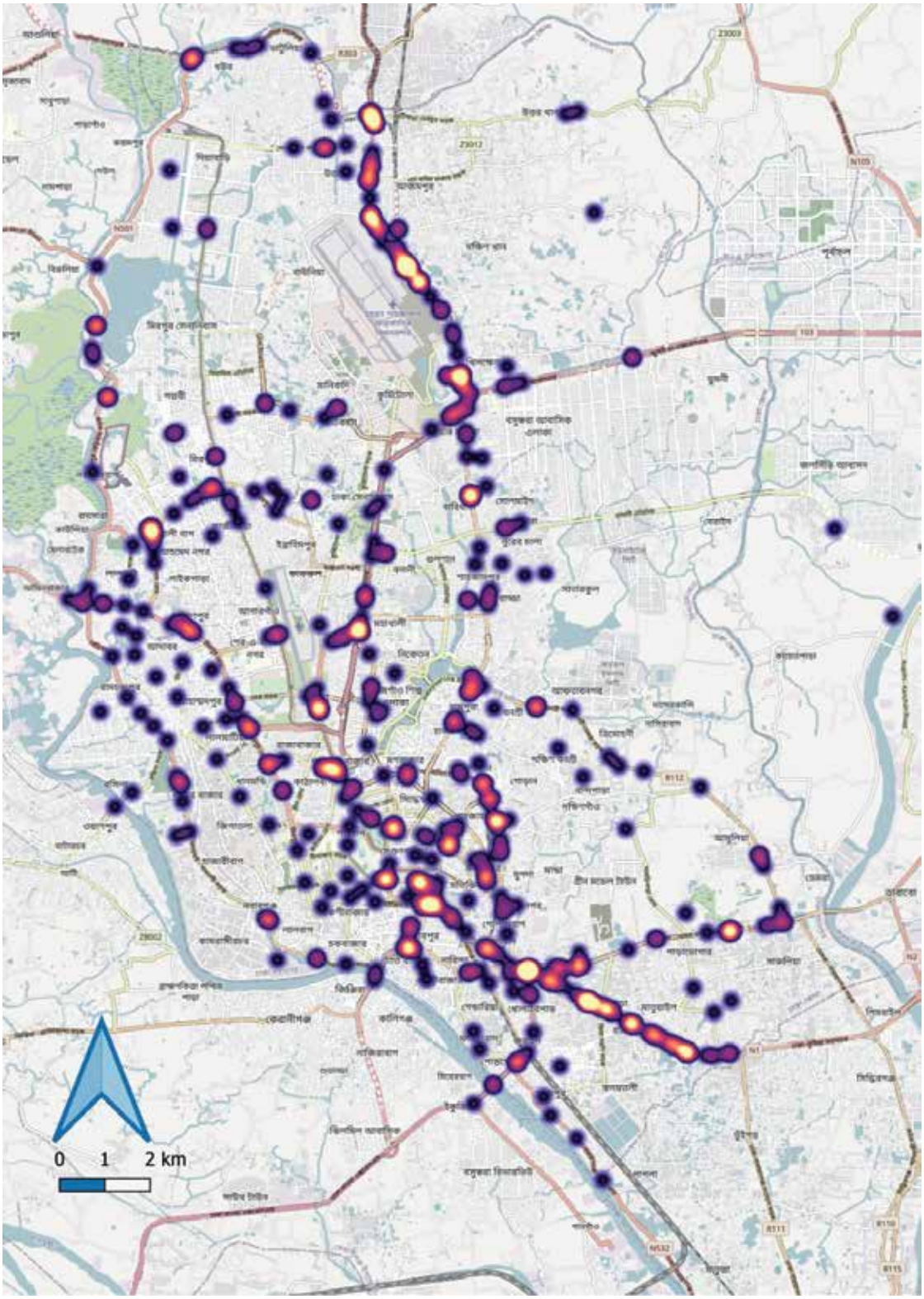
High-Risk Locations for Motorcyclists

Rank	Location Description	No. of Fatality	Latitude	Longitude	Jurisdiction
1	SAARC Fountain Intersection, Karwanbazar	4	23.749863	90.392917	DNCC
	In front of Dania College, Dhaka Chattogram Highway, Dania	3	23.703835	90.447855	DSCC
	Mohakhali Intersection & Level Crossing	3	23.778118	90.398128	DNCC
	In front of Khilgaon Staff Quarter Primary School, Khilgaon	3	23.7474242	90.4244835	DSCC
2	Next to Farazy Hospital, Block E, Rampura Banasree Road, Banasree	3	23.7626198	90.4362632	DNCC
	Intersection of Dhaka - Mymensingh Highway and Airport - Dakhshinkhan Road, Airport	3	23.850508	90.408166	DNCC
	Intersection of Dhaka - Mymensing Highway and Shahjala Avenue and Rabindra Sarani, Uttara	3	23.867803	90.400301	DNCC

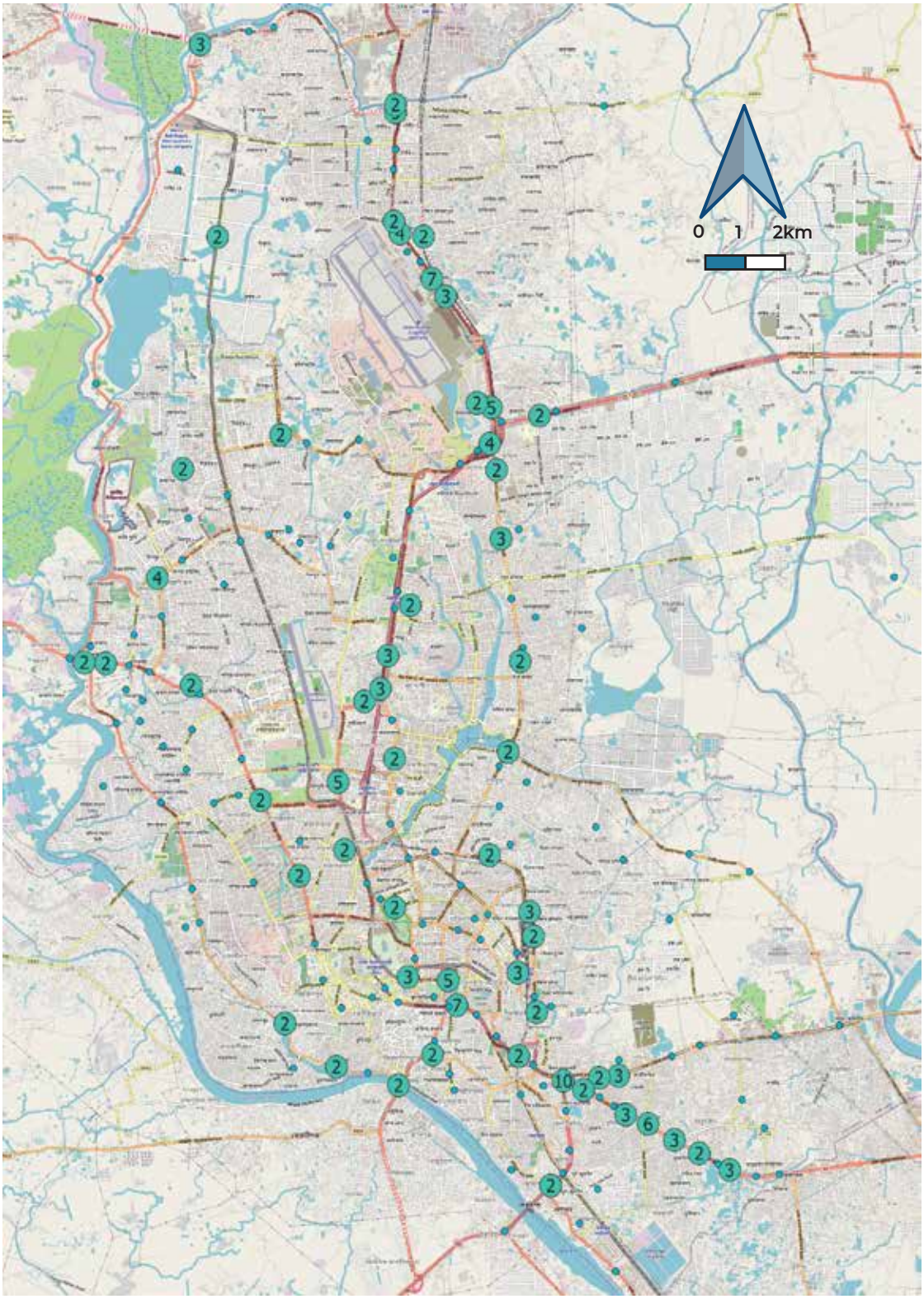
4

MAPS

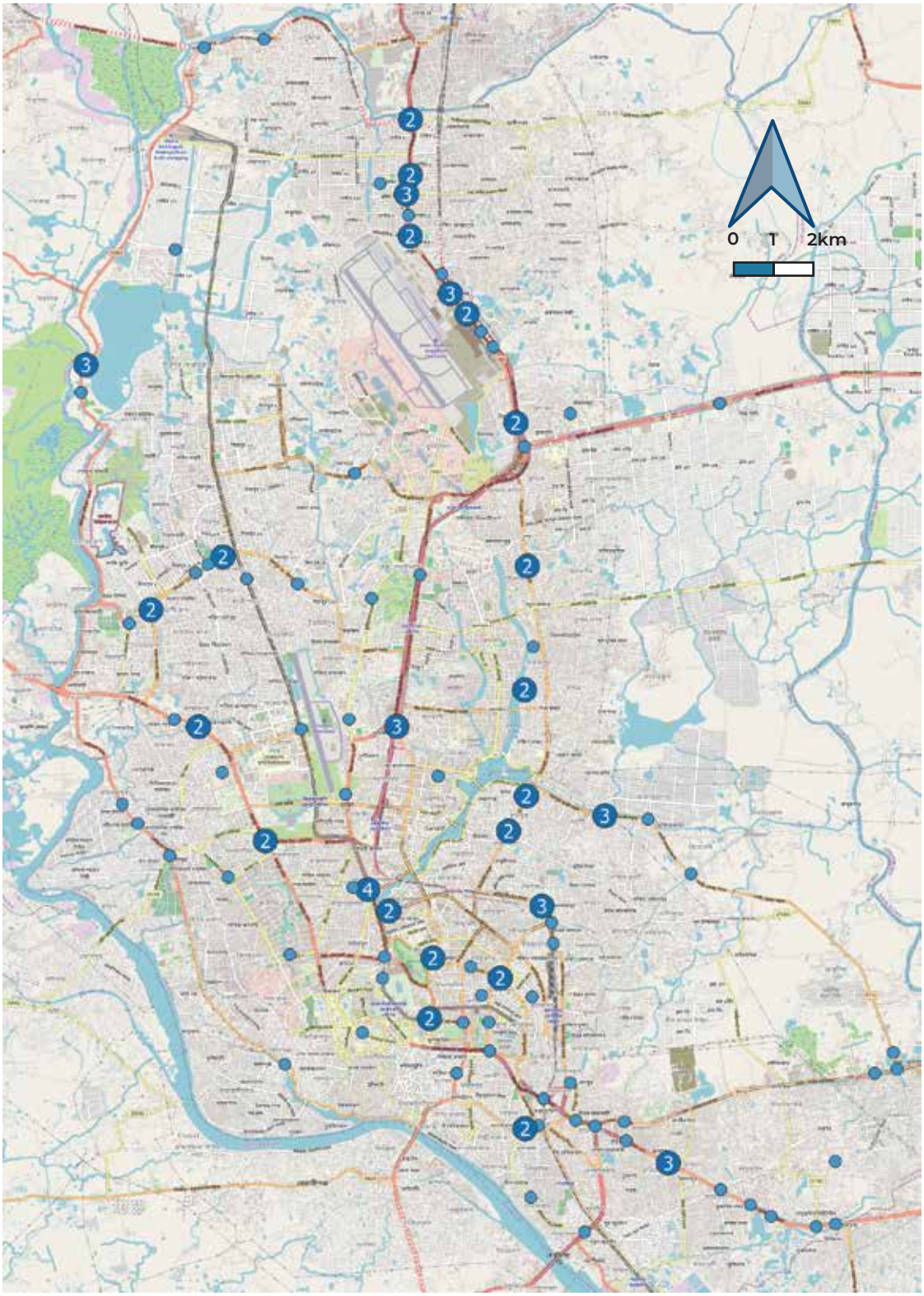
HEAT MAP OF FATALITIES



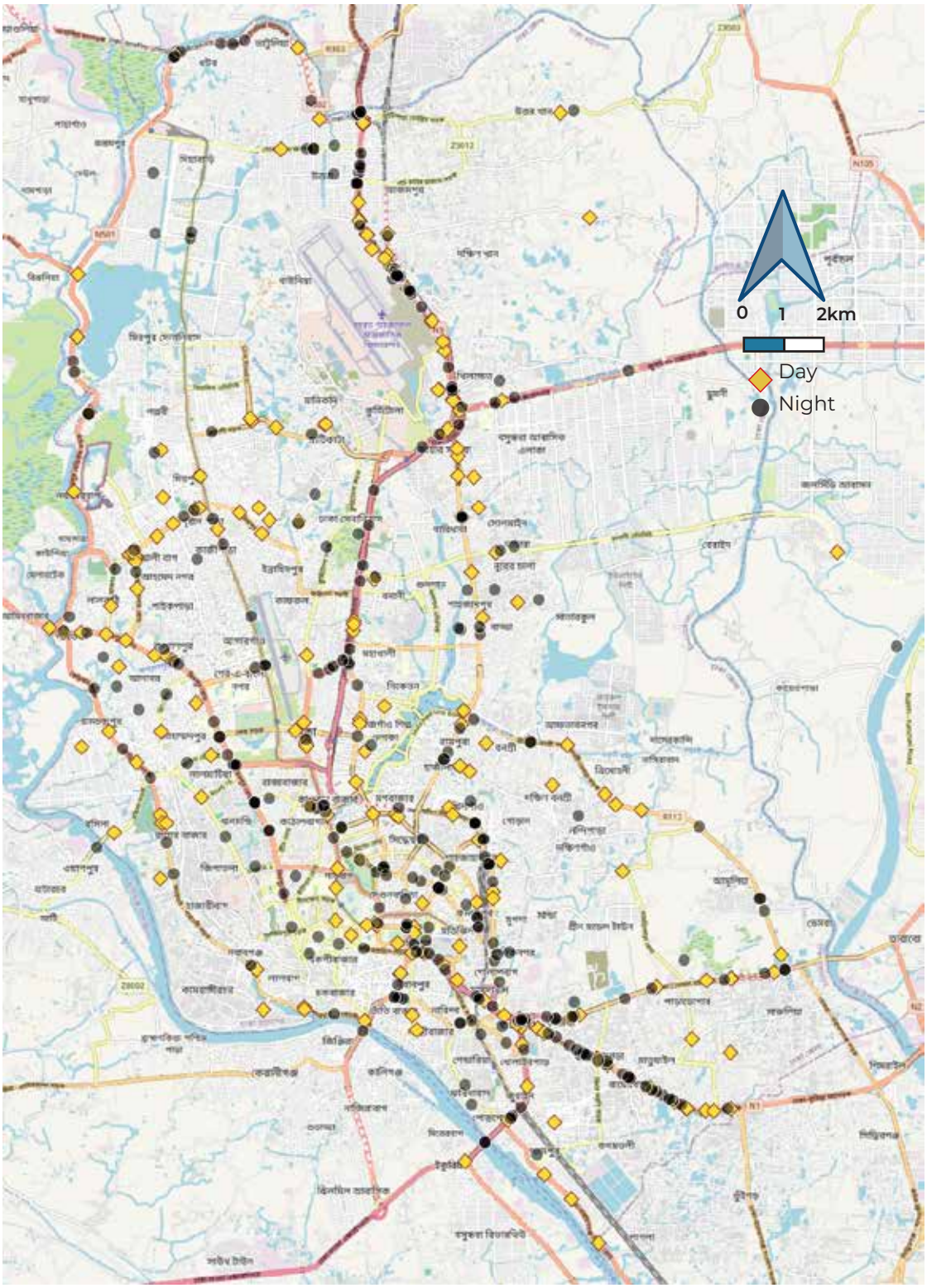
CLUSTER MAP OF PEDESTRIAN DEATHS



CLUSTER MAP OF MOTORCYCLIST DEATHS

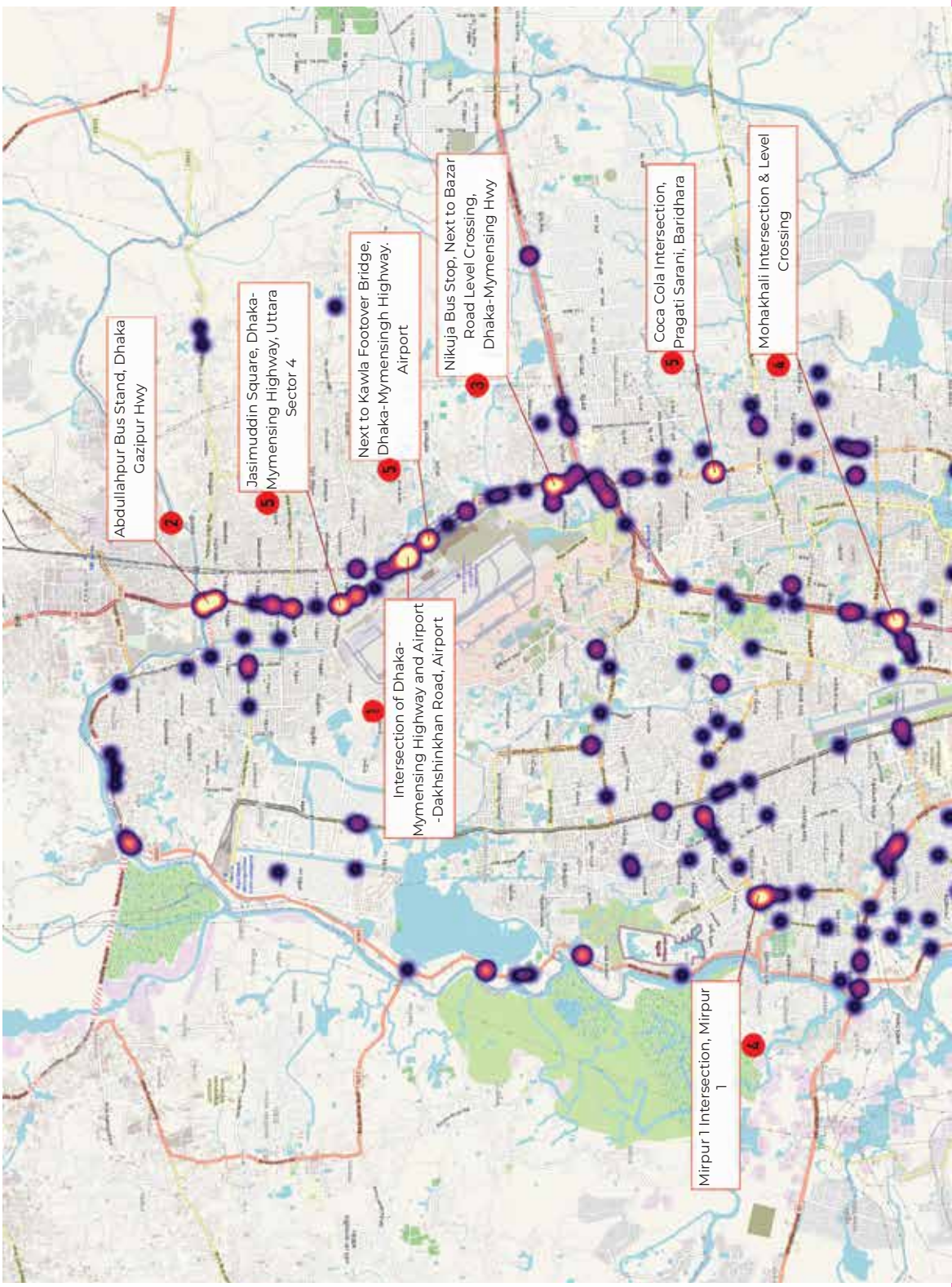


NIGHTTIME DEATHS VS DAYTIME DEATHS



HIGH-RISK LOCATIONS

Northern Side


Abdullahpur Bus Stand, Dhaka Gazipur Hwy
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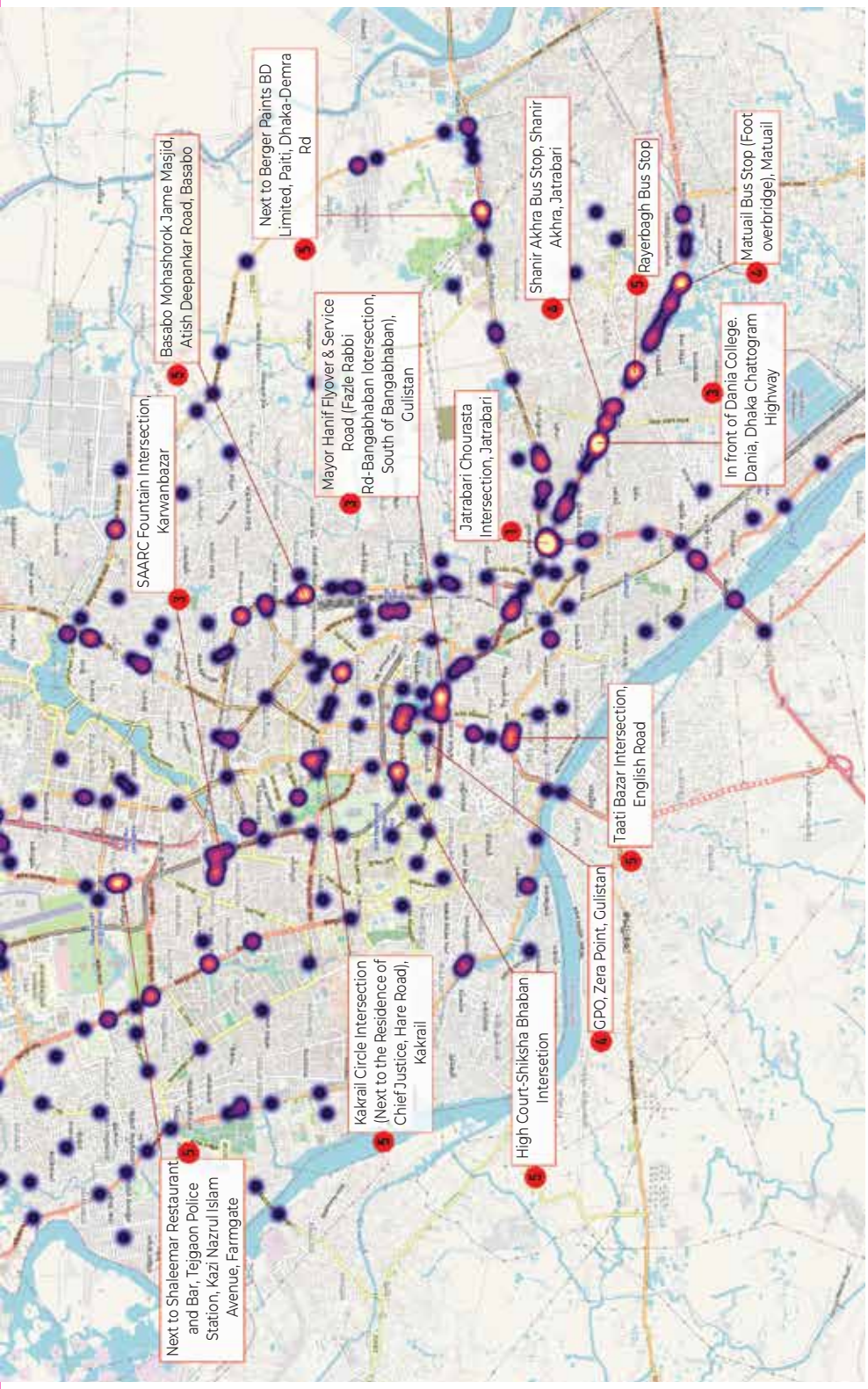
3
Coca Cola Intersection, Pragati Sarani, Baridhara
5
Mohakhali Intersection & Level Crossing
4
Intersection of Dhaka-Mymensing Highway and Airport -Dakhshinkhan Road, Airport
1
Mirpur 1 Intersection, Mirpur 1
4

HIGH-RISK LOCATIONS


Next to Shaleemar Restaurant and Bar, Tejgaon Police Station, Kazi Nazrul Islam Avenue, Farmgate
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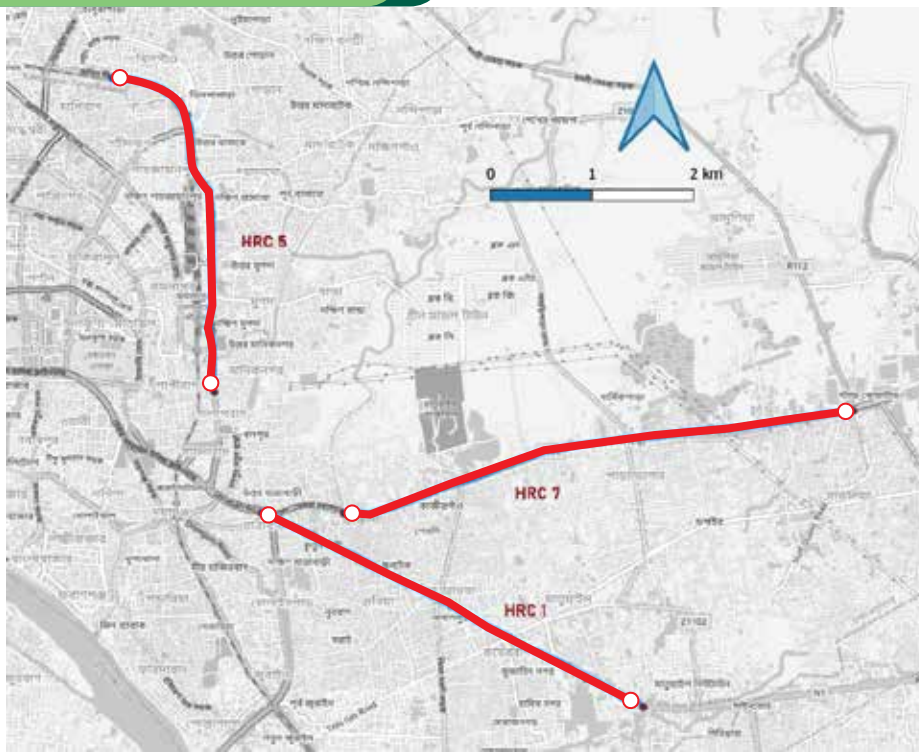
In front of Dania College, Dania, Dhaka Chattogram Highway
Shanir Akhra Bus Stop, Shanir Akhra, Jatrabari
Rayerbagh Bus Stop
Matuail Bus Stop (Foot overbridge), Matuail

Southern Side

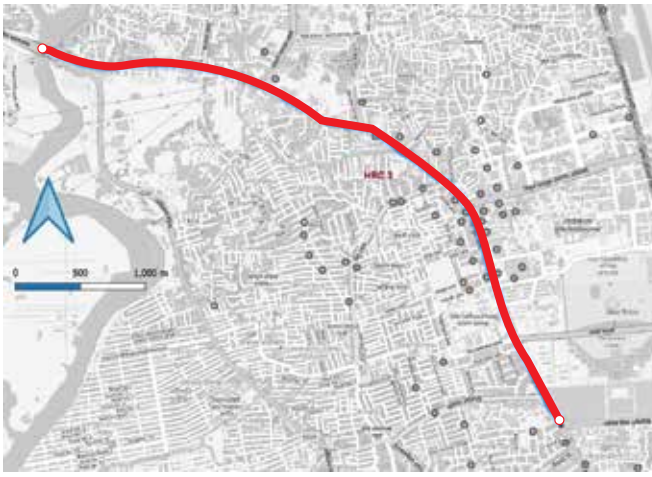
HIGH-RISK CORRIDORS

HRC 1, HRC 5, HRC 7

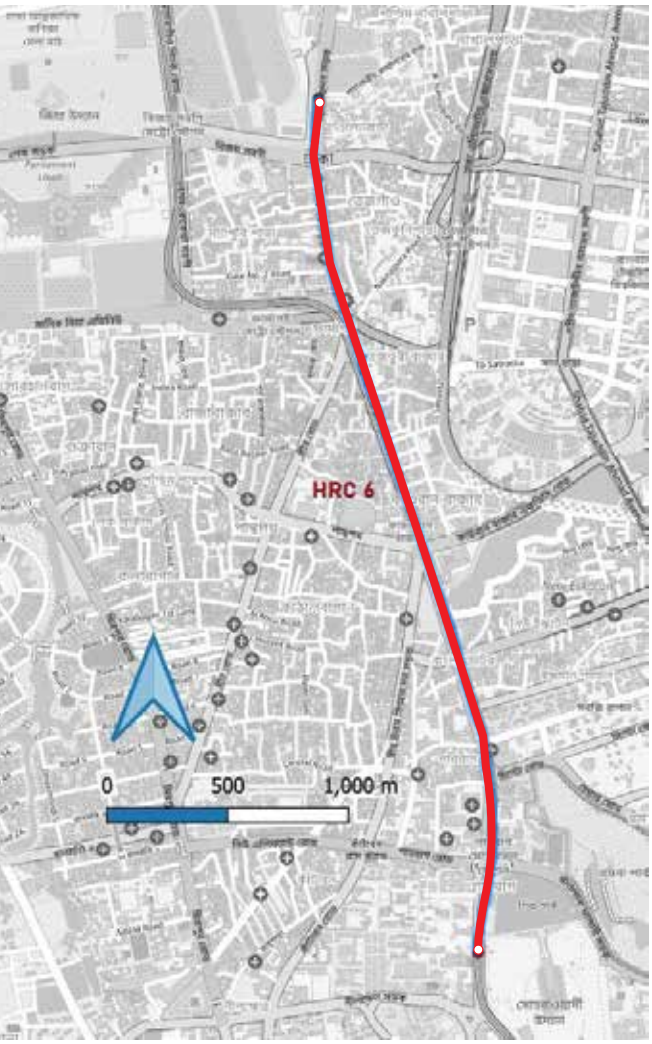


HRC 2

HRC 3



HRC 3, HRC 4



HRC 6

HRC 9

HRC 10

5

SUMMARY

SCALE OF THE PROBLEM

IN 2022 & 2023

521 FATAL CRASHES

540 LIVES LOST

54% DEATH RECORDS FROM **13** POLICE STATIONS

WHO IS DYING

THREE OF FIVE DEATHS WERE **PEDESTRIANS**

ONE OF FOUR DEATHS WERE **MOTORCYCLISTS**

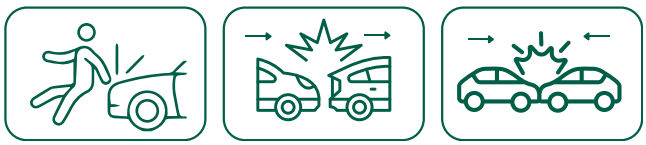
HIGHEST MORTALITY AMONG MEN AGED **20-49**

MOST WOMEN DIED WERE AGED **30-69**

FOUR OF FIVE VICTIMS ARE **MEN**

HOW CRASHES HAPPEN

94%



FATAL CRASHES CAUSED BY PEDESTRIAN-HIT, REAR END AND HEAD-ON COLLSIONS

48%

FATAL CRASHES INVOLVE

PEDESTRIANS

55%

MOTORCYCLIST

FATALITIES RESULTED FROM REAR-END COLLISIONS

WHERE CRASHES HAPPEN

HALF

OF THE FATAL CRASHES OCCURED AT

INTERSECTIONS

40%

OF THE FATAL CRASHES OCCURED AT

MIDBLOCKS

NATIONAL HIGHWAYS (N1 & N3) RUNNING THROUGH DHAKA ARE AMONG THE

DEADLIEST CORRIDORS

22

HIGH-RISK LOCATION WITH AT LEAST 5 DEATHS WERE IDENTIFIED

10

HIGH-RISK CORRIDORS IDENTIFIED WITH FATALITY RATE AS HIGH AS 11.9 DEATHS/KM (DHAKA-CHATTOGRAM HIGHWAY)

WHEN CRASHES HAPPEN

MOST FATAL CRASHES OCCURED AT NIGHT, FROM

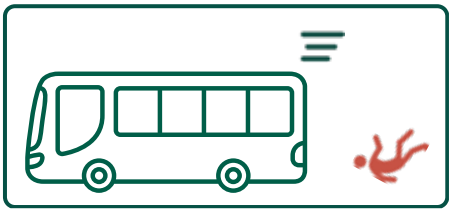
6PM - 6 AM

ONE OF FOUR FATAL CRASHES OCCURED BETWEEN

10 PM - 2 AM

Weekends SHOW SLIGHTLY HIGHER AVERAGE NUMBER OF FATAL CRASHES

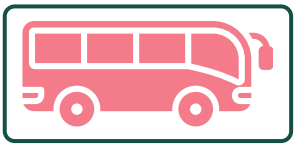
HIT & RUN CRISIS



82% OF THE FATAL CRASHES ARE HIT & RUN

MOST HIT & RUN CRASHES OCCURED AT NIGHT

MOST COMMON OFFENDING VEHICLES



TRUCKS & BUSES ARE THE MOST LETHAL VEHICLES ON DHAKA ROADS

THREE OF FIVE MOTORCYCLIST KILLED WERE STRUCK BY TRUCKS

ONE IN THREE

IMPACATING VEHICLES KILLING PEDESTRIANS COULD NOT BE IDENTIFIED, A MAJOR DATA GAP

EMERGENCY HOSPITAL ADMISSION

88%

FATAL CRASH VICTIMS WERE TAKEN TO

10 HOSPITALS

6

RECOMMENDATION

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Addressing road safety issues in Dhaka will require strong government action. The data is clear: more than half of the people dying in Dhaka are pedestrians. To reduce the number of fatalities in the city, the focus should be in improving the access, mobility, and safety of pedestrians:

1. **Build adequate, accessible, connected, safe pedestrian infrastructure.** Examples of which include continuous and wide sidewalks, raised pedestrian crossings (not footbridges), and pedestrian-only streets or car-free zones.

2. **Reduce speeds in accordance with the speed limit guidelines.** Ensuring pedestrian safety also includes managing and reducing speeds especially in pedestrian-heavy areas such as schools and residential zones. Speed management includes a wide range of interventions including assigning speed limits, enforcing these limits, and building roads that adhere to safe design speeds.

3. **Prioritize high-risk locations and corridors.** Given limited resources, it is critical that focus should be given to locations with the highest number of fatalities — locations such as the intersection of Dhaka–Mymensingh Highway and Airport–Dakhshinkhan Road, the Jatrabari Chourasta intersection, and corridors such as the Dhaka–Chattogram Highway.

4. **Enhance Dhaka's public transportation system**. More walking, cycling and public transportation means less road crashes and deaths, however, public transportation must also be made safe[8]. At the moment, Dhaka bus stops are not designed for safety and are places where many people are being hit and killed. More safe bus stops need to be created to encourage more public transport use, and existing bus stops need to be made safer. This will involve building adequate public transportation infrastructure such as bus stops and dedicated bus lanes as well as ensuring that services meet key performance indicators in reliability, accessibility, and safety.

[8] Litman, Todd. "A New Traffic Safety Paradigm." Victoria Transport Policy Institute, December 1, 2022. https://www.vtpi.org/ntsp.pdf

RECOMMENDATION

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Reduce hit-and-run crashes. Addressing hit-and-runs will require strengthening laws and how strictly and quickly they are enforced. Crash investigation should also be improved as well as the coverage of cameras and reporting systems.

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Address data completeness and quality issues. Underreporting of fatal and injury crash data in Dhaka should be addressed by developing and implementing a well-defined institutional arrangement on crash data collection in the city. A single centralized platform for collecting crash data should be identified. Forms, processes, and data-sharing mechanisms should be standardized. At the same time, routine production of road safety reports and statistics should be institutionalized.

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